Convention Report–
Purchases & Stores – p. 34

June 16, 1958

RAILWAY AGE *weekly*

Strong RRs are key to Russia's power bid

First Hand Report

...What I saw in the USSR – p. 13

60 cents A Simmons-Boardman TIME SAVER Publication

outlasts ALL other insulating materials

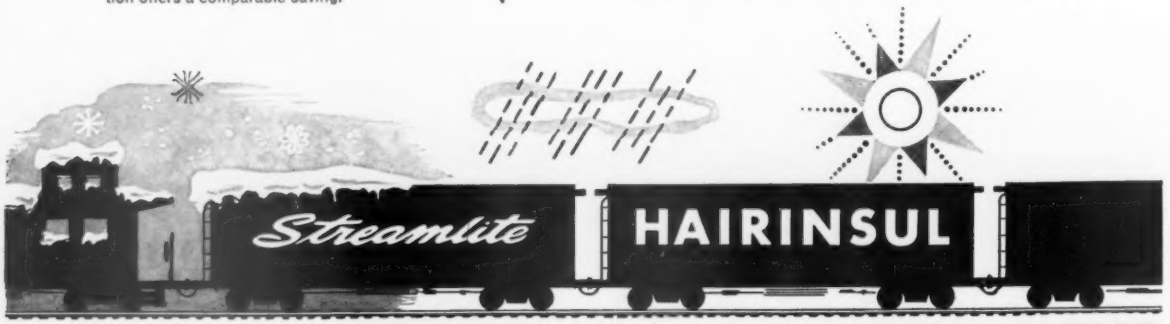
6 MAJOR REASONS WHY LEADING REFRIGERATOR CAR LINES SPECIFY *Streamlite* HAIRINSUL

1. **LOW CONDUCTIVITY.** Thoroughly washed and sterilized, all-hair heat barrier. Rated conductivity—.25 btu per square foot, per hour, per degree F., per inch thick.
2. **LIGHT WEIGHT.** Advanced processing methods reduce weight of Streamlite Hairinsul by 40%.
3. **PERMANENT.** Does not disintegrate when wet, resists absorption. Will not shake down, is fire-resistant and odorless.
4. **EASY TO INSTALL.** Blankets may be applied to car wall in one piece, from sill to plate and from one side door to the other. Self-supporting in wall sections between fasteners.
5. **COMPLETE RANGE.** Streamlite Hairinsul is available ½" to 4" thick, up to 127" wide. Stitched on 5" or 10" centers between two layers of reinforced asphalt laminated paper. Other specified coverings are available.
6. **HIGH SALVAGE VALUE.** The all-hair content does not deteriorate with age; therefore has high salvage value. No other type of insulation offers a comparable saving.

No matter how long the haul, no matter how hazardous the travel conditions, refrigerator cars protected by Streamlite HAIRINSUL deliver their perishables safely.

Once Streamlite HAIRINSUL is installed, there are no maintenance problems. Streamlite HAIRINSUL is a one-time investment that actually outlasts the life of the car.

AMERICAN HAIR & FELT COMPANY
Merchandise Mart • Chicago 54, Illinois



SETS THE STANDARD BY WHICH ALL OTHER REFRIGERATOR CAR INSULATIONS ARE JUDGED

If Railroads did not exist—the U. S. would have to invent them!

From a recent editorial in the Canton (Ohio) REPOSITORY

SUPPOSE that everybody in the United States were to learn for the first time about a marvelous method of transportation called a railroad.

The idea would be sensational.

High-speed tractors running on steel rails laid on privately-owned rights-of-way, with minimum curves and grades, would be capable of pulling long processions of trailers full of merchandise. Imagine!

Trains of trailers would be kept rolling day in and day out until they reached their destinations. They would be shuttled into and out of vast marshaling yards, where the trailers would be grouped in the right combinations. Of all things!

Everything connected with the procedure, moreover, would be subject to taxation. It would be expected to pay for itself. What a switch that would be!

The high-speed tractors on their twin ribbons of steel could even haul human beings, in addition to freight. If necessary, the human beings could be bedded down and hauled from one place to another in special cars with comfortable seats and all the comforts of home.

It would be an absolutely revolutionary idea — railroading. Provided it had just been invented, that is.

All the progressives and the folks who try to lend a helping hand to get new ideas off the ground would be 100 per cent for it.

All the politicians and administrators would be 100 per cent for it.

As for the militarists and hard-headed security planners, they would be 150 per cent for it, because it would represent a mode of transportation more dependable for long-haul movement of heavy cargo than anything ever dreamed of heretofore.

The whole country would welcome the useful stranger with open arms and be alert for opportunities to give it a boost.

Cities and counties would tumble over one another to build things for it and to make free land available for its terminals.

Politicians would get into higher mathematics to subsidize it with financial gimmicks.

Nothing would be too good for the railroads if the idea of transporting things on steel rails were brand new. . . .

All railroads want is a chance to be as good as they know how to be if they are unshackled — set free from regulations that were designed to curb them when they were new and threatening to abuse a monopoly in high-speed, straight-line transportation.

Railroads should be born again.

That is what would have to happen if they went out of existence.

If they did not exist, the United States would have to invent them. . . .

Association of American Railroads

WASHINGTON, D. C.

One man controls an entire railroad with this new traffic control center

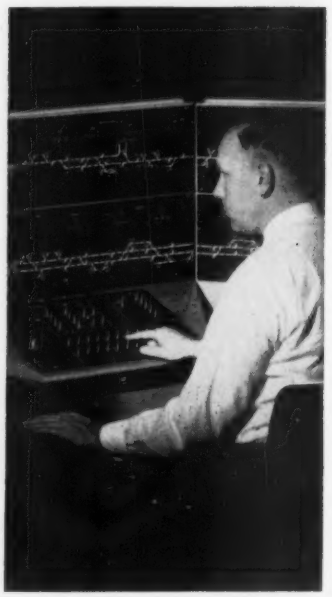
Here's the latest in railroad traffic control: it's Union Switch & Signal's new *miniature* Traffic Control Center. It puts control of an entire railroad at arms reach. And this new control center can be applied to all types of interlockings, as well as to CTC: it can be used with any existing control system. This new control center can *multiply* efficiency and save valuable space.

It's smaller. The photo shows a basic unit; it's only 4'8" by 8'11". Yet, it'll do the job of a conventional panel 35' long!

It's simpler. Control levers and buttons are no longer on the frontplate; they are now concentrated in a console right in front of the dispatcher. He can work faster. He can work more accurately.

It's more versatile. A basic miniature panel can easily be expanded, horizontally or vertically, at any time. And *any* size control center can be built up of identical, modular plug-connected units.

The benefits of CTC are well known; this new control center multiplies these benefits. Let us give you full details.



"Pioneers in Push-Button Science"

UNION SWITCH & SIGNAL

DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

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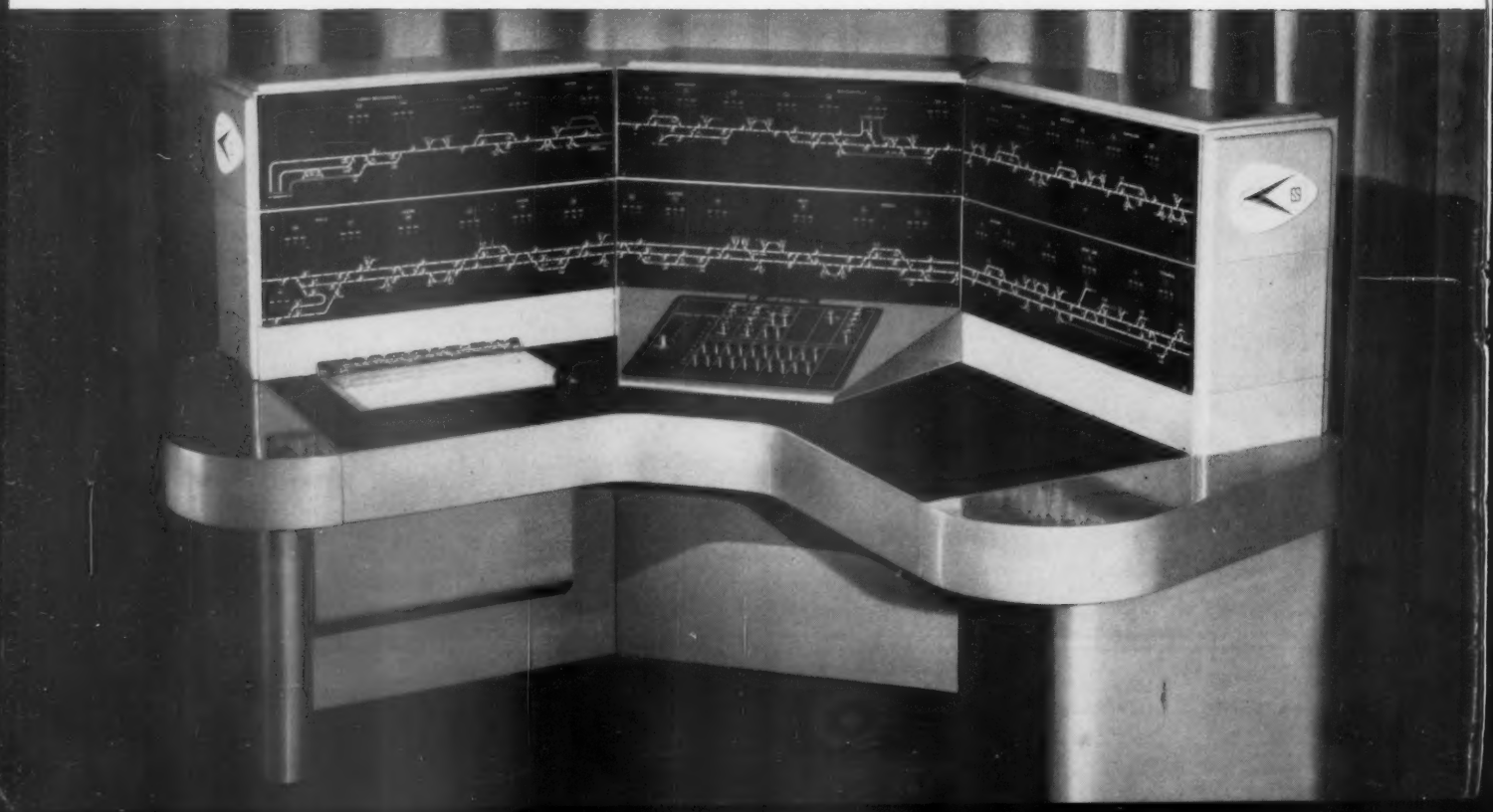
NEW YORK . . . . . PITTSBURGH . . . . . CHICAGO . . . . . SAN FRANCISCO



RAILWAY AGE *weekly* June 16, 1958 • Vol. 144, No. 24

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Senate OK's amended Smathers bill ..... p. 9

Construction-reserve provision dropped in final version. Approved measure also dilutes section authorizing ICC to override state commissions in service abandonments. House committee favorably reports similar bill.

What's ahead for Seaway ports? p.25

The question of St. Lawrence Seaway tolls is rapidly coming to a head. Target date for a decision is July 1, and port officials along the Great Lakes are stepping up their expansion and building programs. Here's a quick rundown of work in progress.

RR accounting: Men and machines p.28

The accountant of the past recorded a railroad's business history. Today, with the help of electronic computers, the railroad accountant is fulfilling a new function—in planning for the future.

Contour cars custom-built for collapsible containers p.29

A new kind of specialized freight car is making its debut. It carries a cargo that looks much like giant, inflated balloons. The "balloons," collapsible rubber containers, are being used to haul Bakelite powdered or granulated plastics.

First Hand Report:

What I Saw in the USSR

"One reason for the strength of evil that is the Soviet Union is her shrewd, ruthless and cunning dictator-stress upon the importance of railroads," says Senator George A Smathers. At the time Senator Smathers made that remark, Railway Age Publisher Lewis was behind the Iron Curtain, observing the situation first hand. Here is the report:

Russia is going all out to win ..... p. 13

'I say Russia could be the dominant nation in 20 years' ..... p. 14

Russia's RRs are behind ours, but they're catching up in giant strides ..... p. 18

Russia 'out-freights' U.S. railroads ..... p. 23

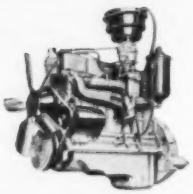
The Action Page: Strong railroads—strong nation! ..... p. 50

NEXT WEEK—Railway Age will feature a picture story on Publisher Lewis' trip over the Russian railroads.

Now you can get UP TO 21,000 LBS. G.V.W. in a dollar-saving series 50H or 60H Chevrolet truck!

Chevrolet's husky medium-duty trucks are ready to bring their special brand of saving to more jobs and bigger jobs than ever before! Special equipment is now available to boost them into the 21,000-lb. G.V.W. class!

If your trucks run in the medium-duty range, you'll want to get acquainted with Chevrolet's new Series 50 and 60 "H" models. These trucks are moderately priced like middleweights . . . but they're equipped to work like heavyweights! They're rated for profitable, big-tonnage hauling with G.V.W.'s that go up to 21,000 lbs. They'll do many jobs that used to call for bigger and costlier trucks, thanks to a lineup of heavy-duty components that includes: 16,000-lb. rear axle, 7,000-lb. front axle, 9½" Hydrovac power brakes, high-capacity springs and big Taskmaster V8. The new Chevrolet "H" models do *more work* for the money; see 'em at your Chevrolet dealer's!



Money-saving middleweight power

The right power for your medium-duty job! 150-h.p. Jobmaster 6, famous for its economy and lasting qualities, is standard in Series 60 models. Big 160-h.p. Taskmaster V8 is standard in Series 50, 50H, and 60H models.

Built-to-last middleweight chassis

Big parallel-design frames, rear axles with solid single-unit design, durable disc wheels—*tough* components for your tough jobs, in Chevrolet medium-duty trucks at your dealer's now! . . . Chevrolet Division of General Motors, Detroit 2, Michigan.

CHEVROLET **CHEVROLET TASK·FORCE TRUCKS**

Week at a Glance CONT.

Current Statistics

Operating revenues, four months	
1958	$2,983,507,940
1957	3,464,282,646
Operating expenses, four months	
1958	$2,483,864,167
1957	2,714,611,018
Taxes, four months	
1958	$280,142,026
1957	364,266,686
Net railway operating income, four months	
1958	$121,538,875
1957	295,635,763
Net income estimated, four months	
1958	$48,000,000
1957	224,000,000
Average price 20 railroad stocks	
June 10, 1958	76.95
June 11, 1957	90.72
Carloadings revenue freight	
Twenty-two weeks, 1958	11,809,269
Twenty-two weeks, 1957	14,881,300
Average daily freight car surplus	
Wk. ended June 7, 1958	105,758
Wk. ended June 8, 1957	25,151
Average daily freight car shortage	
Wk. ended June 7, 1958	240
Wk. ended June 8, 1957	845
Freight cars on order	
April 1, 1958	38,027
April 1, 1957	107,708
Freight cars delivered	
Three months, 1958	18,441
Three months, 1957	26,359

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P&S officers stress economy p.34

And members of the AAR's Purchases & Stores Division practice what they preach. The Division's recent annual meeting was the shortest in its history.

KCS: First 'one fare' road p.40

Kansas City Southern has overhauled its passenger fares on a systemwide basis. As of July 1, KCS sleeping car passengers will pay coach rates—plus the Pullman charge for the space they occupy. It means a fare reduction of around 29 per cent for Pullman travelers.

Short and Significant

Pipelines along the Wabash?

Could be. Watch for an announcement—perhaps this week—that the road has received favorable comment from pipeline companies on an offer to lease space along its tracks for new pipeline construction. The Wabash has no takers yet, and doesn't intend to go into the pipeline business itself.

Union Pacific's first big turbine . . .

was scheduled to be completed at GE's plant at Erie, Pa., last week. UP will display one of its 8500-hp units at Chicago, Omaha, Salt Lake City and Los Angeles in August.

Due to 'present economic conditions' . . .

the Railway Supply Manufacturers Association has cancelled an Exhibit Convention originally scheduled for June 1959 in Atlantic City, N. J. Instead, a similar convention has been scheduled for 1961.

The cargo unit concept . . .

took a step forward when ACF Industries, Inc., American Car & Foundry Division, displayed a 17-foot refrigerated cargo unit adaptable to movement by truck, rail, or ship at the National Materials Handling Exposition. Said ACF Vice President Charles F. Venrick: "The time is ripe for full utilization of the cargo unit concept, but it will be achieved only when all transportation media agree on standardization."

CNR's latest freight train speed-up . . .

has cut up to 28 hours off schedules between the Atlantic provinces and other parts of Canada and the U. S. Example: fast freight No. 406 from Toronto now reaches Halifax 24 hours earlier than the old schedule and St. John 28 hours earlier.

State aid for the New Haven . . .

will be considered by a five-member legislative committee appointed by Raymond S. Thatcher, chairman of Connecticut's Commission on Inter-Governmental Cooperation.

TELEGRAM
USS
TRADEMARK
C5:29 PM APRIL 1258 PA0335 MC 445
MILLC 267 PD FAX PITTSBURGH PENN 10 3PMC
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DON'T WAIT. START CONVERTING YOUR FREIGHT CAR FLEET TO STEEL WHEELS TODAY. USS WROUGHT STEEL WHEELS ARE NOW READILY AVAILABLE TO MEET YOUR CONSTRUCTION AND MAINTENANCE SCHEDULES
UNITED STATES STEEL
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United States Steel Export Company

USS United States Steel

Senate OK's Amended Smathers Bill

Changes knock out construction-reserve section and water down provisions giving the ICC power to override state commissions to permit abandonments of unprofitable intrastate rail services.

The proposed Transportation Act of 1958 passed the Senate last week without provisions for income-tax relief to permit carriers to accumulate construction-reserve funds. Other amendments adopted during the floor debate curtail the authority which the ICC would get to permit abandonments of unprofitable intrastate services.

The bill now goes to the House where the Committee on Interstate and Foreign Commerce has been considering similar proposals in a series of executive sessions.

The committee on June 12 voted to report to the House an amended version of a bill, H.R.12832 which was introduced recently by its chairman, Rep. Harris of Arkansas. The bill has a rate-freedom section like that of the Senate bill, and provisions giving the ICC power to override state commissions on service abandonments which are also similar to those of the Smathers bill.

It would go further, however, and direct the ICC to make a study of the passenger train deficit problem in cooperation with state commissions. The bill has no provision like the Senate proposal to give the ICC additional power over intrastate rates.

It has loan guaranty provisions and agricultural exemption provisions which differ from those of the Smathers bill. And it has private carrier definition provisions like those of the Senate-approved measure.

As passed by the Senate, after a day-long debate but without a record vote, the Smathers bill still contains these provisions:

1. The rate-freedom section. This would tell the ICC that "rates of a carrier shall not be held to a particular level to protect the traffic of any other mode of transportation, giving due consideration to the objectives of the National Transportation Policy."

2. The loan-guaranty arrangements. These would authorize federal-government guaranty of loans "to finance or refinance the acquisition or construction of equipment or additions and betterments . . . . for operating expenses, working capital, and interest on existing obligations."

3. The curtailment of part II's agricultural exemptions. This would freeze the exemptions as presently determined by the ICC and courts, except for a roll-back which would bring the trucking of frozen fruits and vegetables under regulation.

4. The sharpened definition of private carriage. This is designed to curtail buy-and-sell operations and other schemes for performing for-hire services under the guise of private carriage.

5. The increased ICC power to override state commissions in intrastate rate cases. This would expedite the bringing of intrastate rates into line with interstate adjustments. It would also offset the U.S. Supreme Court's decision in the Milwaukee commuter-fare case (RA, Jan. 27, p.42). The Court held, in effect, that rates on part of an intrastate operation cannot be condemned unless it can be shown that the intrastate operation as a whole is an undue burden on interstate commerce.

6. The new ICC power over intrastate service abandonments, as watered down by the amendments mentioned above. One of those amendments would leave the state commission with exclusive jurisdiction over strictly intrastate trains, i.e., trains which begin and end their runs within the same state. Another would confine the ICC's overriding power to train-service abandonments, i.e., it struck out all references to intrastate operations of "ferry, station, depot or other facility." Seemingly, what's left would be power for the ICC to authorize abandonment of intrastate services which are offered on interstate trains.

These amendments were offered, in turn, by Senators Russell of Georgia and Neuberger of Oregon. They were accepted by

'Get Back to Work,' Senator Warns

"If Congress in this session offers legislation to help the transportation industry," then it will be up to the railroads to "get back to work and stop complaining." Senator George A. Smathers gave this advice to the railroad industry in a message to the Railroad Public Relations Association at its June 5-7 annual meeting at White Sulphur Springs, W. Va.

SENATOR SMATHERS
"A constant railroad crisis will become a bore. . . ."

"To the public, the railroads are a 'sick' industry," said the Senator. "They need help. But no one wants an invalid around the house forever. A constant railroad crisis will soon become a bore. You're going to be called on to show that the railroads aren't a quaint 19th century industry making a game effort to stay alive in an era of atomic energy and space travel. You will have to tell of an industry which is willing to experiment, to cast off the outmoded way of doing things.

"You're going to have to tell of an industry which is united in its thinking. There is a greater need of statesmanship in this industry than in any other that comes to my mind. I have no doubt that leadership and unity will be forthcoming. This is the dream assignment for public relations men."

Prior to the present railroad crisis—for which the Senator and his associates are progressing their legislative program—people had an opinion of the railroads "about as up-to-date as a celluloid collar," said the Senator. Railroad people permit-

(Continued on page 48)

Senator Smathers of Florida, who was in charge of the bill on the floor. Mr. Smathers is chairman of the Interstate Commerce Committee's surface transportation subcommittee which sponsored the bill after its investigation of the "deteriorating railroad situation."

As to the Russell amendment, Senator Smathers suggested it after the Georgian had filed a motion to strike out the whole section relating to ICC power over intrastate services. With adoption of the compromise proposal, this motion was withdrawn.

Meanwhile, the Senate voted down another proposed amendment to the same section which was offered by Senator Javits of New York. As Mr. Javits explained its purpose, the defeated amendment would have made clear that the bill's intrastate service provisions did not prescribe the criterion" but only "a criterion" whereby the ICC was to judge abandonments.

Another defeated amendment was a proposal by Senator Beall of Maryland to leave the trucking of frozen fruits and vegetables on the exempt-agricultural-products list.

The motion which struck out the construction-reserve provisions was made by Senator Williams of Delaware. He raised a jurisdictional point, claiming that the matter should have been referred to the Committee on Finance which handles income-tax matters. In announcing that he would not oppose the motion, Senator Smathers said it had become obvious that the matter was an issue which might run the bill into a "dead end."

Meanwhile, Senator Williams said he would bring the struck-out provisions to the attention of the Finance Committee (of which he is a member) so that they might be considered for inclusion in pending tax legislation. Senator Smathers is also a member of the Finance Committee.

Speeches in favor of the bill were made by Senator Smathers and other members of the surface transportation subcommittee, including Senators Schoeppel of Kansas and Lausche of Ohio. Also, by other members of the Interstate Commerce Committee, including Senators Bricker of Ohio and Potter of Michigan; and by the Senate's Republican whip, Senator Dirksen of Illinois. There was no speech in opposition to the bill, and no roll-call vote or quorum call.

Meanwhile, the Senate Committee on Rules approved the resolution, S.Res. 303, which provides for the comprehensive transportation study recommended by the Smathers subcommittee. The study will be made by the Interstate Commerce Committee and it will cover such matters as government aids to transportation, consolidations, railroad passenger service necessary for the public interest and national defense, and the ICC's administration of the long-and-short-haul clause of the Interstate Commerce Act's Section 4.

The resolution, which requires Senate approval, would provide $100,000 for the study and call for a report not later than January 31, 1959. Chairman Magnuson of the Interstate Commerce Committee advised the Rules Committee that $100,000 would be enough to initiate the study, but "substantial additional money will be needed to continue and finish it."

Watching Washington *with Walter Taft*

• **LEGISLATIVE HISTORY** of the proposed Transportation Act of 1958's rate-freedom provision reflects some varying points of view. The history thus far is in records of Congress' Interstate Commerce Committees. It shows that the Association of American Railroads sees the provision as something to restrict the Interstate Commerce Commission's fair-share-of-the-traffic approach to competitive rate cases. It would "clearly permit the forces of competition to play a stronger part in rate-making than heretofore," AAR says.

AS TRUCKERS READ the provision, they are not opposed to it. American Trucking Associations thinks it would write into statutory form the present policy of the commission. American Waterways Operators is more cautious. It wants the commission to state now what the "probable interpretation" would be.

THE SENATE COMMITTEE'S idea is to encourage competition in transportation by allowing each form an opportunity to make rates reflecting its inherent advantages. That's what the committee said in its report to the Senate. The report further interpreted the provision as one under which "the principal emphasis, but not the exclusive emphasis," in competitive rate cases, will be on conditions surrounding movement of traffic by the mode to which rates in issue would apply.

• **EMPLOYEE CASUALTY RATES** for 1957 are finally being compiled by the ICC's Bureau of Transport Economics and Statistics. They should be available for inspection at the bureau's office before the end of this month. They will seem low. That may or may not mean a good record by past standards. While the figures will be on the usual casualties-per-million-man-hours basis, they won't be comparable with those for previous years.

NEW REPORTING PLAN is responsible for that. Accidents to employees are now reportable only if they occur in connection with train operation or directly related work. Casualties to other railroaders, such as general office employees, for example, are out. The new plan became effective January 1, 1957.

Stronger AAR?

Short Line Officer Cites Need for Railroad Unity

A short line traffic officer wants to see the Association of American Railroads strengthened to promote truly unified action in the industry.

Arthur J. Miller, vice-president—sales of the Toledo, Peoria & Western, said the AAR "seems to hold forth on a cloud high above the yards and tracks below. . . The question is: could not the AAR be brought from its position above down to the battlefield where it would assume the duties of chief, not only of staff, but of operations?"

Mr. Miller told the American Short Line Railroad Association that his remarks were not intended as criticism of the AAR itself. But "the AAR can do no more than its member lines permit it to do. And its method of operation is dictated by member lines."

TP&W's vice-president cited two fields where a stronger AAR could give the industry a needed boost toward unity:

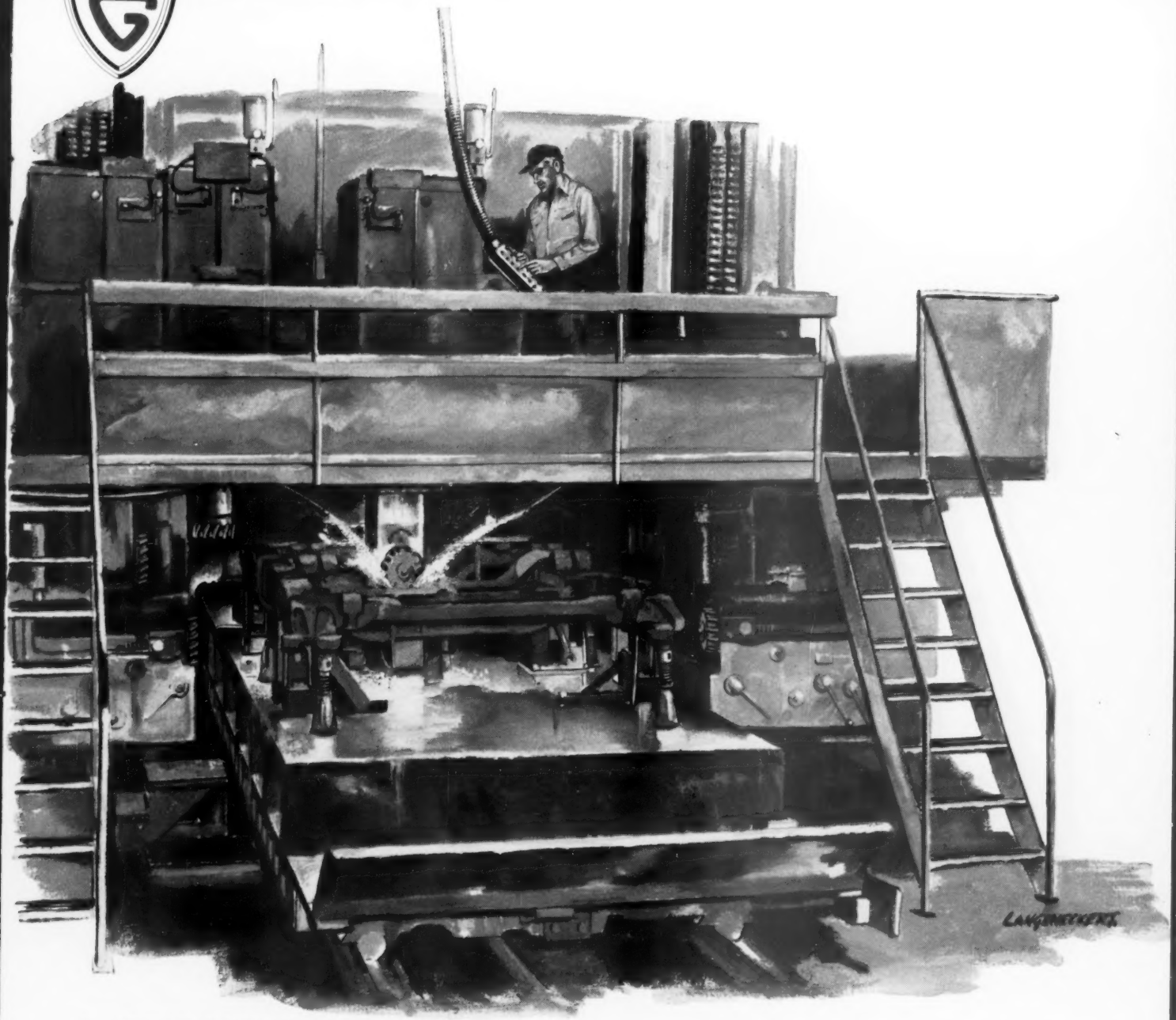
• Terminal operations—particularly in the area of reducing terminal delays.

• Traffic and operations procedures—"Under complete unity of thought the AAR could be utilized for such a purpose at a lower cost and with greater results than any outside staff of consultants."

This idea of unity, Mr. Miller pointed out, "includes a willingness to join with others even when precedent and former prerogatives must be sacrificed. In the case of the railroads, it would mean a

(Continued on page 13)

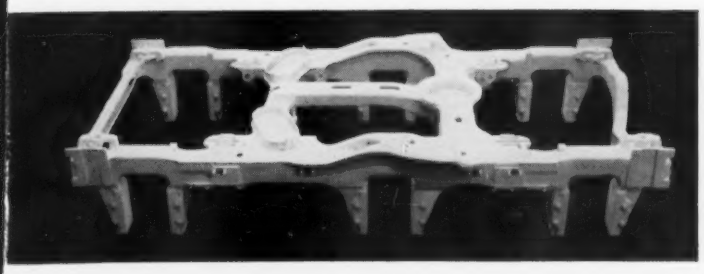
Where railroad progress is cast in steel....



One of General Steel's battery of giant milling machines for performing multiple precision machining operations on truck castings.

From concept to casting, General Steel offers railroads and general industry a unique blending of creative design, massive molding, and precision machining. At no other company can industry find such a combination of facilities and experienced craftsmen for designing, producing and machining one-piece steel castings.

General Steel's one-piece castings provide tremendous strength at minimum weight, with proved durability and lowest maintenance. Their performance is written in the records of users throughout the world.



One-piece cast steel truck frame for 6-wheel 3-motor Diesel locomotive truck. Three-point loading design, proved in service, provides better distribution of locomotive weight, affords greater accessibility to motors.

GENERAL STEEL CASTINGS

GEARED TO PROGRESS
P R I
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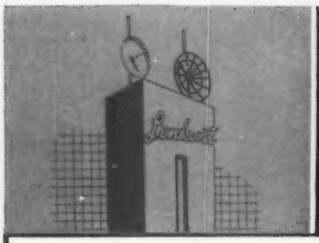

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A miniaturized, 12-channel, high frequency carrier. Economical enough for short haul, good enough for long haul circuits.

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Extends the economies of carrier to subscriber lines. Add up to 100 subscribers without additional wire construction with this 10-channel system.

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Providing 1 to 24 channels for low capacity radio systems.

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A miniaturized system providing up to 240 channels for transmission over radio circuits. Interconnectible with other 45-class systems.

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A miniaturized 24-channel system for cable circuits. Interconnects with other systems of the 45-class.

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Carrier signaling equipment for telemetering, dial signaling, remote control, supervision or alarm functions.

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(continued from page 10)

willingness to accept and cooperate with a central organization with expanded powers the railroads themselves have set up—an organization that would have to operate in fields of inquiry absolutely independently of any one railroad or group of railroads."

Every railroad, he said, has tried to reduce terminal delays. According to Mr. Miller, most of the reasons for their lack of success can be traced to human relations—resistance to change on the part of railroad personnel; the "human failing of favoring old friends and making things a little hot for those who have shown a tendency to disagree with us in the past;" the tendency at times to cover up one's own mistakes and continue them rather than admit error; and, finally, the natural pride of most men in the job they are doing (which they consider the best that can be done)—or, even if they know that a job is being done poorly, their defiance toward efforts to change or to improve it.

Thus, Mr. Miller declared, "efforts at improvements from within are often stifled. Given the power, the AAR could organize something such as a 'Terminal Squad' of experienced and qualified operating men whose function would be to study thoroughly trouble spots and make recommendations to management."

He described the shortcomings of two common approaches to an individual road's problems:

- Solution from within—Human failings show up; those who are attempting to make the study and review are too close to the work they are performing to be able to view it objectively.
- Solution by consultant—This method, Mr. Miller commented, has been applied to business generally, with beneficial results. Many railroads in the past few years have also taken the plunge, "have spent vast sums of money to have their organizations psychoanalyzed and overhauled by management consultants . . . these overhauls in many instances seem to have provided indifferent results. Railroad procedures, in the fields of traffic and operations particularly, cannot be reviewed and adjusted satisfactorily by teams of young college graduates. Nothing but experience will suffice to discover and correct mistakes which have grown up with the years. . ."

Mr. Miller denied that appearing before an ASLRA meeting to advocate strengthening the AAR involves contradictory thought.

"We realize and admit that as the big railroads go, so go we," he said. "If in this crucial time they fail, all of us will be affected. There are individual members of the AAR, one of whose aims in life is the elimination of the short lines . . . [but] the short-line haters are in the minority and in the interest of the railroads as a whole, and the unity we practice among ourselves and preach for our rich relations, we can advocate their greater unity for the good of all."

Russia is going all out to WIN...

WITH STRONGER RRs AS A MAJOR WEAPON

"I was there... here's what I saw"

by Robert G. Lewis
publisher of Railway Age

'I say Russia COULD be the

▼ Russia has a single economic plan . . .

My trip through Russia included nearly 9,000 miles of travel within its borders, more than 5,600 miles by rail, and 3,200 by air. Because an American is conditioned to think of a nation bristling with arms—tanks on the streets and guns on the squares—utter absence of warlike gear stands out.

Do the Russians want a "hot war?" I don't know what may be in the back of Khrushchev's mind. The purpose of my 19-day trip was to make observations on Russia's railways, not its politics.

But I watched school children parading through the streets of Irkutsk, Siberia, with bird boxes and banners proclaiming "The birds are our friends." In Kiev, capital of the Ukraine, I saw children headed for the park to plant seedling trees. And the adults? They're busy building! Not the kind of thing you'd do if you expected a rain of missiles from space. The erecting cranes used in the construction of multi-floored apartments rise above Moscow like the oil cranes in Texas.

The scene is the same in Omsk, in Viborg, in Odessa—wherever there are towns. They seem headed for one goal—adequate housing for all, soon. It's part of a program that, ostensibly, takes precedence over all else. To support these urban developments is a nationwide power program, to electrify all Russia. Gigantic power plants, mostly hydro, are in various stages of construction wherever you go.

This is part one of a plan to make the Soviet Union economically dominant, to achieve greater world power without war than could possibly be achieved with it.

▼ Russia's people have the will to contribute to the plan . . .

On my second day inside Russia, I met my first citizen who expressed unhappiness with the socialist system. In the next 17 days I was to meet none.

U.S. opinion leaders do a national disfavor, it seems to me, when they foster the notion there are strong undercurrents or widespread dissatisfaction within the USSR. If they're there, they are mighty hard to find. Everybody I saw had his shoulder to the wheel. Men and women work side by side in jobs of all kinds.

In 19 days I saw exactly one beggar. "That is because," my interpreter explained, "we have no respect for those who won't work. We won't support them. Unemployment isn't unlawful, it's just unpopular." The people have been sold on the idea that fulfillment of the national goals will achieve for them greater production of consumer goods, and an ever increasing standard of living. Unanimity of purpose—a common goal and the will to contribute toward it—is part two of the Soviet's pattern for its advancement. They endure hardship in employment that would be unthinkable here.

But if they are unhappy you can't detect it.

They are better housed, better fed and better clothed than most of them probably have ever been before. I was on my own much of the time and travelled without restriction, by public transport. Throughout several cities I saw no poverty, no squalor.

▼ Russia is using its railroads to serve the plan . . .

To support and supply the enormous housing program, to build power plants and systems of distribution, to provide water and sanitation, to pave the streets, to achieve consumer plenty—adequate transportation is a prime requirement. The USSR looks to its railroads. Even east of the Urals I watched freight trains go by in an incessant parade, twenty-four hours a day, one behind the other! Predominant commodity is coal for industry. A close second is building materials. Carload after carload of lumber, fabricated steel, bricks and stone. Machinery for construction—and farming—trucks for local transport. Freight moves in density, even in far away Siberia, unmatched on the main lines of America.

Why does Russia look to its RRs? Because it has a single national economic plan. Proper weight is given to the most efficient carrier for each job. Russia came out of World War II with little transportation plant at all. War had wrecked what they had. They could have turned their efforts to construction of a super-highway network. Concrete is more readily available than steel. The land is flat and highway construction easy. They manufacture excellent internal combustion engines and good heavy duty trucks. But this production has been directed toward construction and farm machinery and trucks for local hauls.

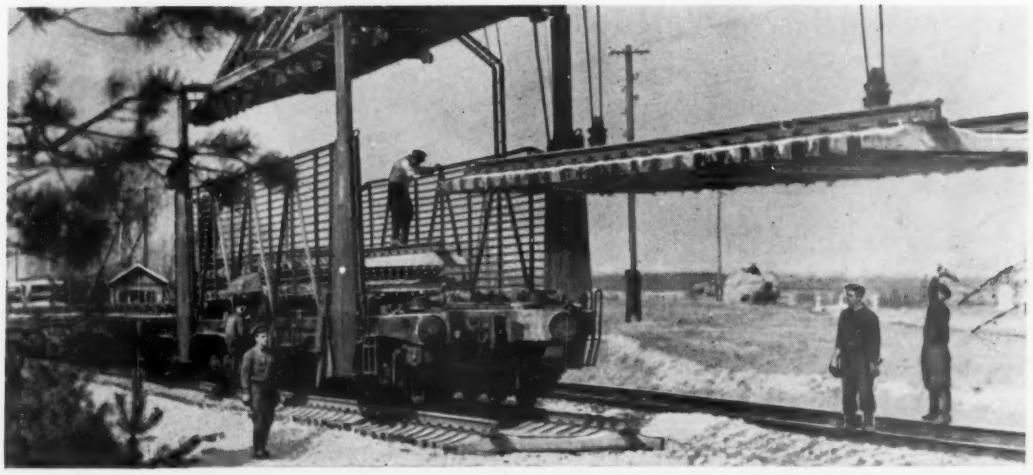
The great national transportation demands are being met by construction of new railway lines, double-tracking existing lines, extensive electrification, dieselization, new freight and passenger equipment and modern signaling and communications. Limited capital, scarce materials and precious manhours have high priority for the railway buildup. Russia's railroads reinforce its internal strength.

A single economic plan, the will of the people, and the plant with which to do it, I am convinced, is the Soviet's formula for dominance, without war.

dominant nation in 20 years'

POWER: new hydroplant at Irkutsk, Siberia, is one of many nearing completion. Capacity, 660,000 kwh, is dwarfed by some even newer ones.

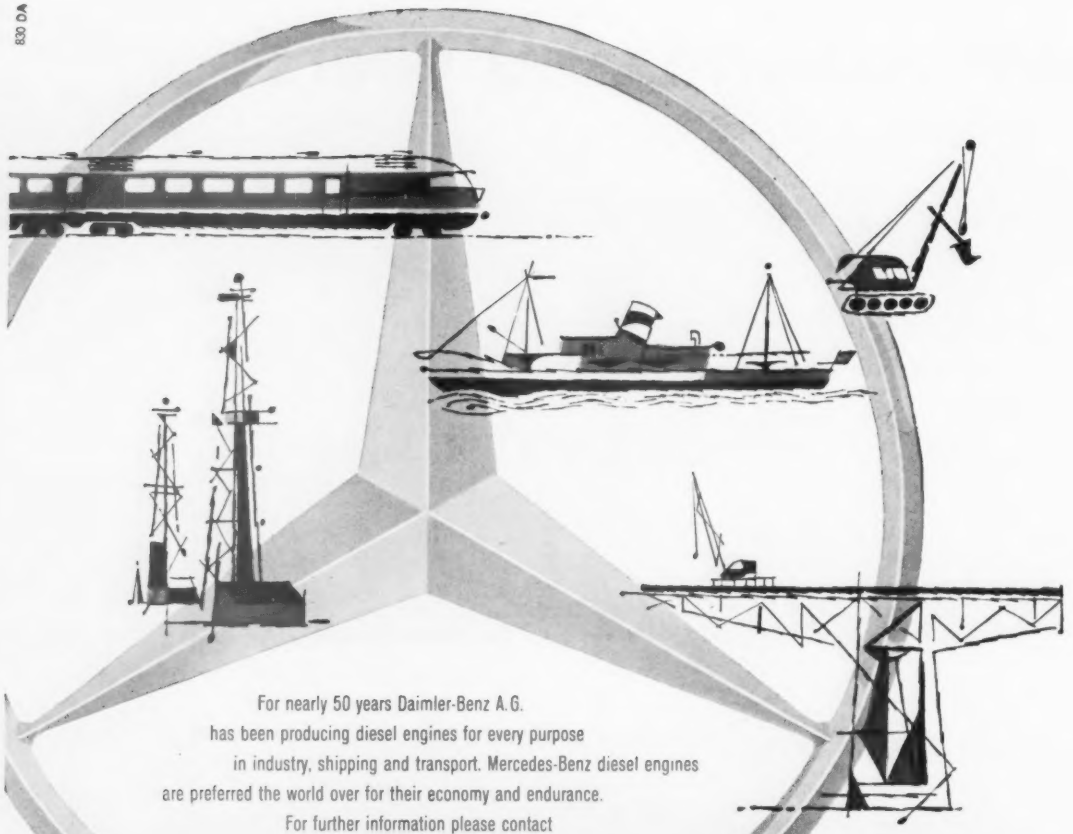
PEOPLE: workers pour into Moscow at one of the city's nine railway terminals. Rush hour is just like Randolph street, Chicago, or any other U.S. commuter depot.



TRANSPORT: capacity of rail lines is doubled to handle burgeoning transport load. Mechanization makes the job fast, efficient.

More about Russia's railroads (p. 18) ►

830 DA



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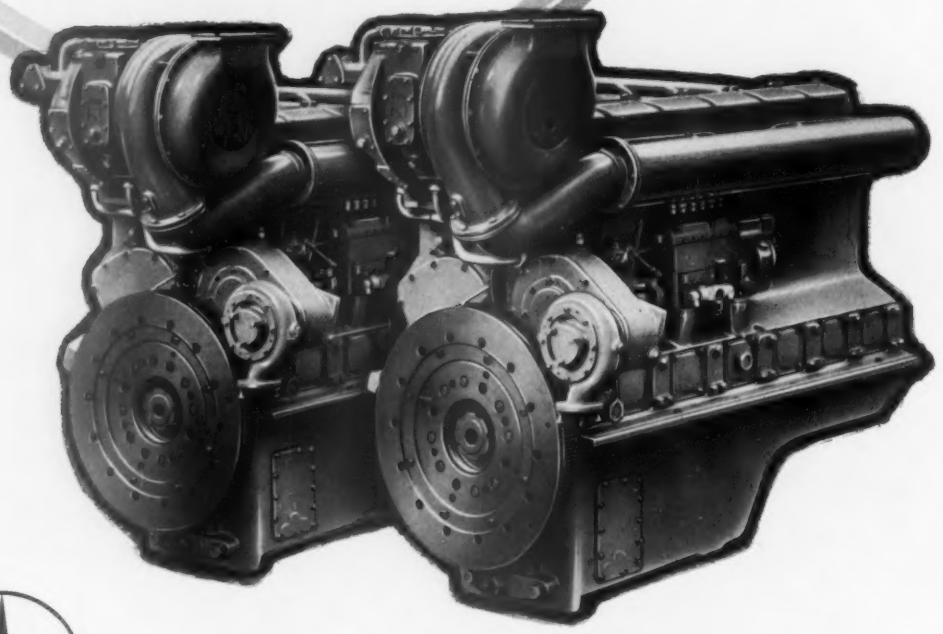
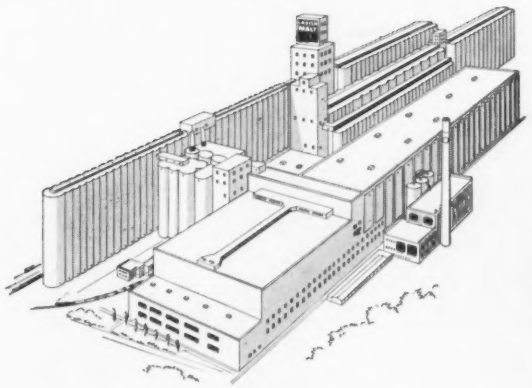


MERCEDES-BENZ

Why Ladish Malting Co. Requests Malt Cars Relined With ADM Freight Liner 810

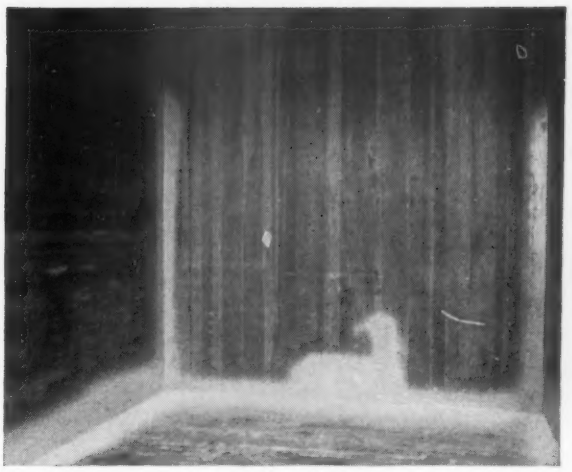


Ladish Malting Co., one of the nation's largest maltsters, ships bulk malt to leading brewers across the country. The malt goes straight from the box cars to the brew kettles. That's why their cars must be of the very highest grade.

After years of experimenting with various methods of relining car interiors, Ladish now requests that railroads furnish boxcars relined with ADM Freight Liner 810. The plastic and fiberglass used in Freight Liner furnishes a tight, sanitary, smooth interior which assures arrival of the malt in perfect condition at the brewery.

The Chicago and Northwestern Railroad, which furnishes the cars Ladish needs each day, uses Freight Liner for sidewall and end patching, and for resurfacing stained floors. A special, inexpensive spray gun is connected to the cleaning track's compressed air line. The areas to be repaired are sprayed with Freight Liner 810 from a one gallon can. Then fiberglass cloth is applied, followed by a final coat of the plastic. Relining is simple, inexpensive, and can be done year around.

Ladish likes the consistently satisfactory results which the ADM Freight Liner System produces, and even keeps a supply of the material at their plant for supplemental repairs and touch up jobs.



▲ Corners are easy to repair with Freight Liner 810. It dries in minutes to provide quick, economical repairs. Any crew can be trained to do the job with brief instruction.

▼ After corners and ends are tightly sealed with plastic and fiberglass contaminated or stained areas on floors can be quickly covered with a single coat of Freight Liner 810 plastic.

The ADM Freight Liner System is manufactured and sold by Archer-Daniels-Midland Co. For further information regarding this proven system of repairing car lining for high class commodities, write, wire, or phone (FEderal 3-2112) ADM Freight Liner System, Archer-Daniels-Midland Co., 700 Investors Building, Minneapolis 2, Minnesota.

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◀ **STEAM UNDER WIRES:** ancient 2-6-2's still handle many secondary trains. The catenary, however, spells early retirement for this local out of Leningrad.

◀ **LIKE OLDER U.S.** stations, plenty of ginger bread: water stop on East Siberia railroad has ancient depot. Way stations, non-essential in getting trains over the road, seem to be at bottom of modernization planning.

5,700 HORSEPOWER: ▶ new electric power for freight service in Urals. Locomotive production seems to be outpacing electrification extensions, but both projects are in high gear.

Russia's RRs behind ours—but

Physically, Soviet railways need a lot of attention, and are getting it. Economically, they are profitable (and Socialists aim hard for plus figures). Profits are financing the improvements.

If I had to generalize, I'd say Russian railroads right now are on a par with ours as of '29. But that's a broad generalization, for they are ahead of us in some things, behind in others. They are keenly aware of their deficiencies, and measures are being taken so fast and on such a broad scale that they are catching up in giant strides.

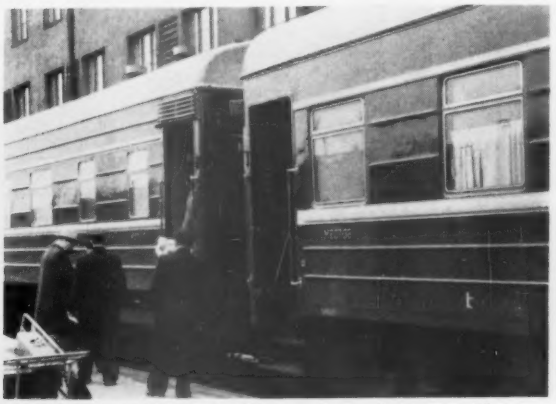
Russia's railroads are basically a high capacity system. In their favor is the wider gage—few heavy grades and limited curvature. Two-axle cars, so common in Europe, made up more than 90 per cent of the freight car fleet just 30 years ago. Today, such cars are headed for railroad limbo—the scrap yard or camp car use. New cars are four-axle and probably now make up more than 60 per cent of the fleet. They are 60- to 90-ton capacity. All new cars are roller-bearing-equipped. Screw type couplers, used elsewhere in Europe, have almost disappeared in favor of automatic couplings.

Outside of the construction of entirely new railway lines, some 625 of them last year alone, electrification is the biggest part of Russian plans for modernizing and increasing capacity. In 1956, 633 additional miles were electrified; in 1957 785 miles went under wires.

Total electrified mileage is set at 5,063 by 1961. This will cover all lines of greatest traffic density, mountainous terrain and intense suburban usage. "We can recover the capital investment in electrification of our heavy density lines in two years, through savings," the editorial board of "Gudok," official publication of the railway administration, told me. The last steam locomotive was manufactured a year ago. The present plan calls for construction of 2,000 electric locomotives and 2,250 diesels. By 1970 steam is scheduled to chuff off all lines.

Russia is experimenting with gas-turbine locomotives—still only in the laboratory stage. They are not interested in coal-burning turbines, they told me. "Unlimited sources of oil fuel makes it needless" they say, "and in fact some existing steam

PEKING BOUND: Older electrics take Far East Express first 56 miles out of Moscow.



INTERNATIONAL CARS: Russians check on Moscow sleeper at Helsinki, Finland. Cars are typical of all new passenger equipment.

catching up in giant strides

locomotives are being converted to burn oil." The atomic locomotive, too, is under research, apparently still confined to the labs.

New rail is mostly 104-lb, but 151-lb sections have been installed where traffic is heaviest. Over 56 per cent of the total trackage—74,565 route-miles—is said to have been laid with new rail since 1945. Concrete ties, used in new or rebuilt lines, and welded rail are to be universal in the future.

Train radio is widely used and being extended. The initial micro-wave installation, 123 miles from Moscow to Ryazan, has recently been extended to Tambov, about 150 additional miles.

TV and radar are being used experimentally in yard operation.

Contrary to popular opinion, and important to know, is that the Railway Ministry must account for its costs and is supposed to make a profit. A sizable profit in recent years has not only enabled the Ministry to finance its capital program, but to contribute to the national budget as well.

Question: *(to the editorial board of "Gudok").* It has been reported that Russia is considering a super-gage line—perhaps 15 ft. Is this true?

Answer: *(Laughter).* It is a proposal of some scientists. You have that kind of thing in your country, too.

WIDE GAGE STANDS OUT: New suburban electric cars are visibly wider than most railroad equipment.

Russia "out-freights" U.S. railroads (p. 23) ►

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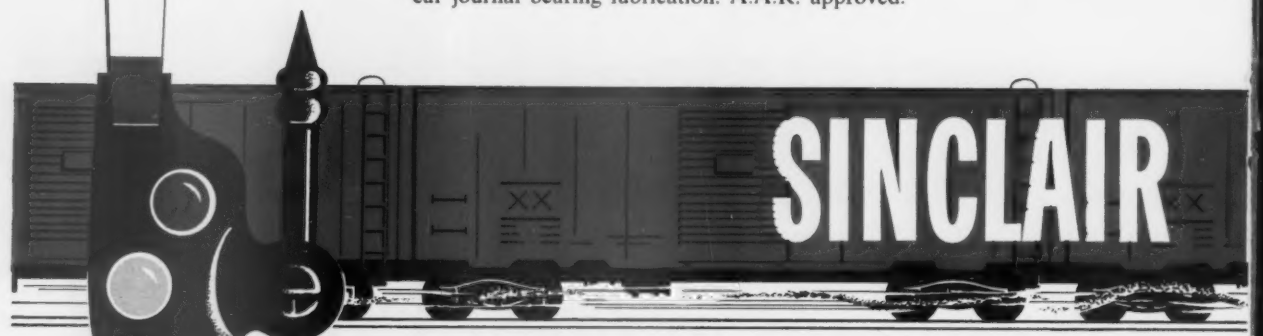

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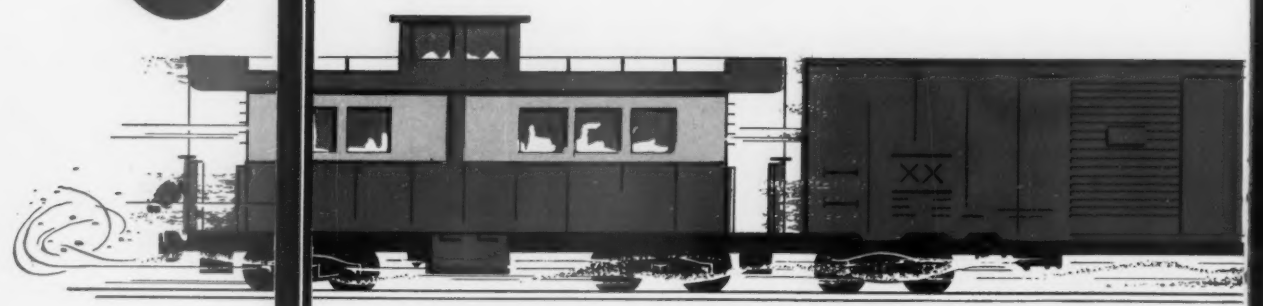

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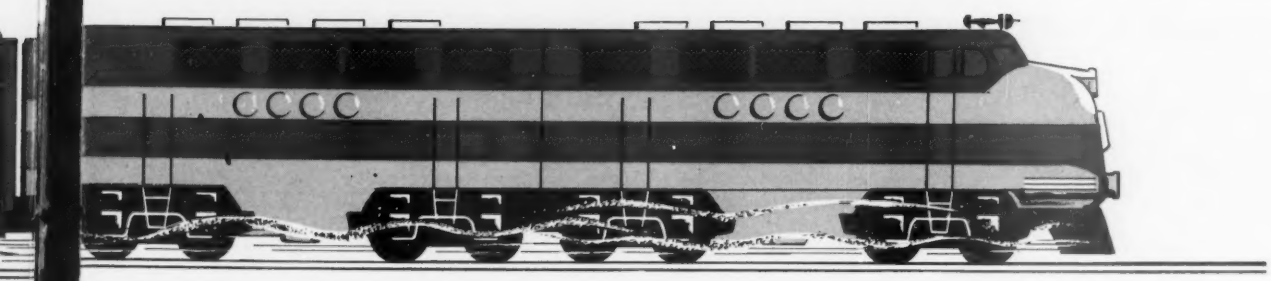

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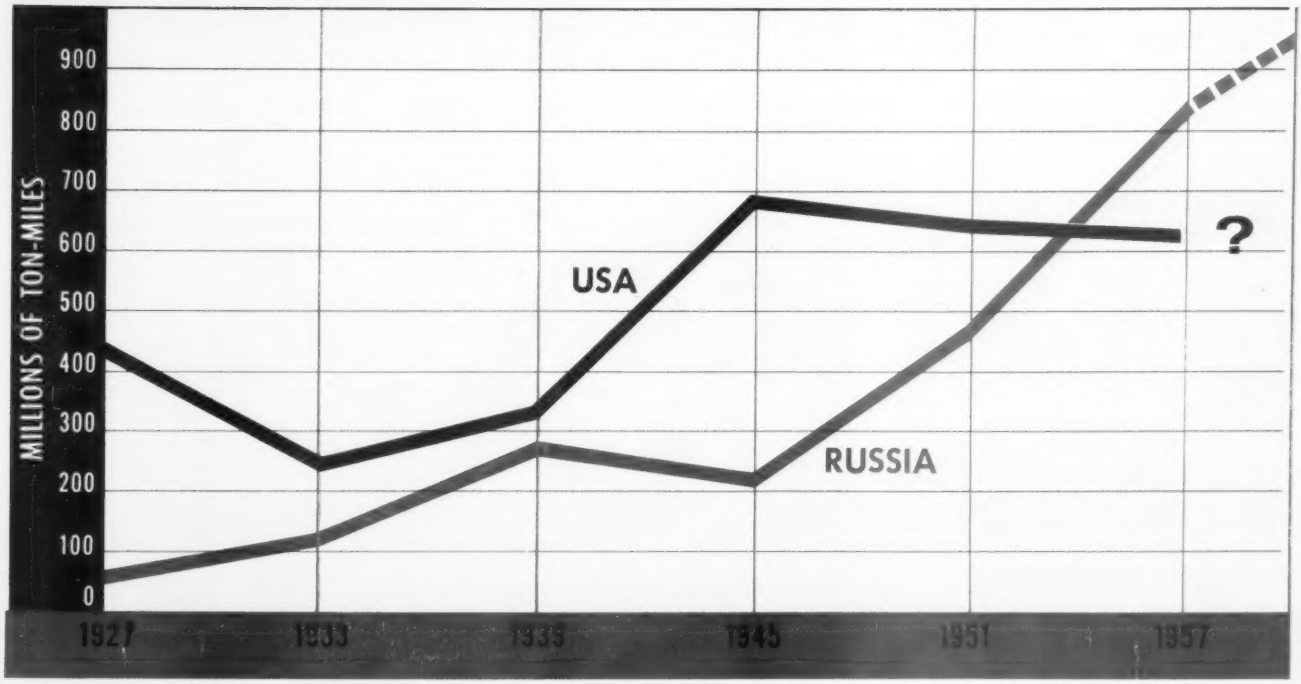


Soviet Planning Calls for 941,108 Million Ton-miles in 1960.

Russia "out-freights" U.S. railroads

With emphasis on railroads for the major role in transport, traffic on Russian lines grows as the Soviet economy grows. Both density of traffic and absolute volume—ton miles—now surpass that of U.S.

The most astonishing fact about the Soviet railways is the density of freight traffic and number of trains—mixed, incidentally, with frequent and heavily loaded passenger trains. One reason is that the railroad plant is not yet adequate.

Where U.S. railroads are often built to develop traffic, Russia's railroads are hard put to meet current demands. New lines go only where the need is great. There are not, generally, good intercity highways, and where there are, they have elected to use the railway for freight. Another reason is that there are no competitive railways. But there are many parallel, or alternate, routes, especially running east-west from Moscow to the Urals.

The Trans-Siberian railway is paralleled by one or more lines for about 2,200 miles. At one such point, about 700 miles east of Moscow, riding the eastbound Trans-Siberian express, I kept a record of train movements for several hours. We met 15 freight trains with a total of 738 cars, 3 passenger trains with 44 cars, overtook three freights with 139 cars and one passenger with 14 (see accompanying table).

The above are observations. The Russian claim is—and it seems substantially factual—that the 1957 freight traffic density of the Russian lines was three times that of the U.S. In the period 1946-1950 it was less than double that of the U.S. Before the 30's it was far less. The chart (above), tells the story.

Total ton-miles produced by Russia's railways in 1957 was 680,000 million, compared with only 626,400 million by the U.S. plant, with three times the route mileage.

This, of course, produces the heavy utilization (density of traffic) of the Russian railways—3 times that of ours.

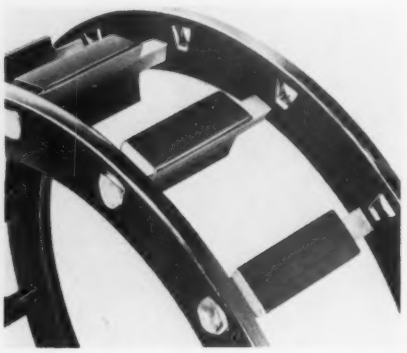
Train Movements observed from Eastbound Trans-Siberian Express, 8:01 a.m. to 12:07 p.m.

8:01 Pass Wbd frt—49 cars
8:16 Pass Wbd frt—70 cars
8:22 Pass Wbd frt—45 cars
8:44 Pass Wbd frt—57 cars
9:01 Pass Wbd pass—15 cars
9:15 Pass Wbd frt—57 cars
9:32 Pass Wbd frt—42 cars
9.44 Pass Wbd frt—67 cars
10:00 Pass Wbd frt—37 cars
10:15 Pass Wbd pass—15 cars
10:29 Pass Wbd frt—40 cars
10:40 Pass Wbd frt—49 cars
10:53 Overtake Ebd frt—50 cars
10:58 Pass Wbd frt—50 cars
11:14 Pass Wbd frt—41 cars
11:30 Overtake Ebd frt—55 cars
11:55 Pass Wbd frt—30 cars
12:07 (at stop) Overtake Ebd pass—14 cars; Overtake Ebd frt—42 cars Meet Wbd frt—62 cars

New Products Report

Expandable Handling Rack

The "S-L Rack," a new shipping rack with expanding side bars, facilitates handling unit-loads in standard double door box cars without need for dunnage or bars. It is designed to handle automotive panels and other large stampings, miscellaneous loads of cartons, and small parts. Designed for use with a lift truck, it comes with a pallet base. Accessories include swing boards, wire mesh end panels and dividers, and dollies for floor movement. *Bathey Mfg. Co., 100 S. Mill st., Dept. RA, Plymouth, Mich.*



Traction Motor Armature Bearing

An improved pinion end bearing for traction motor armature shafts on diesel locomotives, has resulted from the redesign of the roller riding steel cage bearing introduced four years ago for this application. The new bearing extends service life. A change in the cage bar shank from a cylindrical to a trapezoidal shape increases the cross sectional area of the shank. The holes in the cage end ring are made to conform with the shape of the shank. *Hyatt Bearings Div., General Motors Corp., Dept. RA, Harrison, N. J.*

Weight Indicators

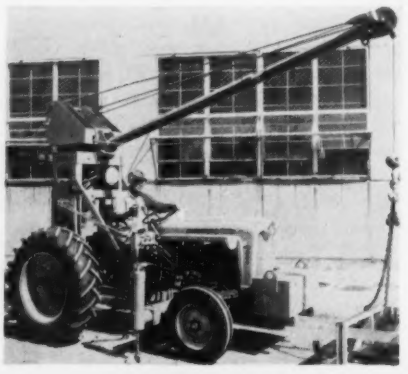
A 250-lb-capacity weight indicator—which also comes in five other sizes ranging up to 5,000-lb—was shown at the recent Western Materials Handling Show in Los Angeles by W. C. Dillon & Co., along with a model YC-40 cushion-tire lift truck, made by the Hyster Co. The mechanically operated portable weight indicators easily attach to any hoisting crane, feature 360-degree hook swivels, and are guaranteed accurate to 2/10 of 1 per cent. *W. C. Dillon & Co., Dept. RA, 14620 Keswick street, Van Nuys, Calif.*

Welder-Compressor ▲

A new self-propelled unit for operations requiring both arc welding current and compressed air has mounted on the rear a 125 cu ft rotary type compressor driven by a 4-cylinder gasoline engine. The compressor is completely self contained with the exception that it draws its gasoline from a common fuel tank. The welder is a 600-amp d-c unit driven by a Chrysler V-8 engine. This engine drives the vehicle through a special Hobart axle and a Chrysler Powerflite transmission. *Hobart Brothers Co., Dept. RA, Troy, Ohio.*

Yard Handling Equipment Unit ▶

Specially adapted to material handling in industrial yards, this new yard handling equipment unit can lift 5,000 lb. Operated by hydraulic pump, the unit can be installed on either wheeled or track type tractors by bolting directly to the chassis. The boom swings 280 degrees and can be mounted in an 18-in. space. The mast is constructed of heavy walled cold-drawn stainless steel tubing mounted in heavy duty ball bearings. The tractor is stabilized by 4 heavy duty outriggers. *Anthony Company, Dept. RA, Streator, Ill.*



What's Ahead for Seaway Ports?

Cities along the St. Lawrence Seaway route are pushing port expansion plans. Here's a quick rundown of work in progress.

With the question of Seaway tolls rapidly coming to a head (U.S. and Canadian representatives are currently meeting in Washington with a target date of July 1), port officials along the Great Lakes are stepping up expansion and building programs.

Ports along the Lakes traditionally have been geared to handle bulk shipments—iron ore, coal, limestone and grain. Now new piers are under construction, or in the blueprint stage, as cities prepare for the general cargo boom they expect will develop.

Most current activity is along Lake Erie, at Toledo and Cleveland. Until a new channel is dredged between Toledo and Detroit (ready by '62), the 27-ft Seaway depth needed for ocean-going ships will end at Toledo.

Buffalo: Already a major grain port (7,000,000 tons annually), Buffalo has plans for sharing in the expected gain in general cargo. Export-import trade is the prime target.

The new (1956) Niagara Frontier Port Authority, representing Buffalo and several nearby cities, is purchasing an existing general-cargo terminal with 1,550 feet of wharfage in the outer harbor.

Cleveland: 1,800 feet of new berthing space will be finished in 1959, supplementing the 1,200 feet ($8 million) completed since 1955. This will provide space for five additional general-cargo vessels beyond the seven berths and extensive bulk-cargo facilities now available.

Plans for a new two-berth finger pier 700 feet long and 300 feet wide have been completed. Construction will begin when need for more space is evident.

Toledo: Two waterfront sites are under option for development. One, a 65-acre parcel known as Presque Isle, has been selected for general-cargo facilities and grain traffic.

Plans call for bulkheading and filling 20 acres for wharf space. Existing facilities at Toledo, public and private, will already handle vessels over 500 feet and up to 8,500 tons. A massive advertising-publicity campaign is under way, plugging Toledo as a World Port.

Detroit: A proposition for public port facilities goes before Wayne County voters again this year. They turned down a similar plan by a narrow margin in 1957. Detroit's proposal calls for 1,184 feet of berth space along the Detroit River, plus two big transit sheds. Total cost is estimated at $9.5 million.

Chicago: A $24 million development program at the south end of Lake Calumet is completed. It provides two new grain elevators bordering a 1,000 foot slip. This and 3,500 feet of general-cargo wharfage, also completed, are the first stage of Chicago's port project.

Next step will be an added 6,000 feet of wharfage. Other facilities now in service include 14 miles of rail trackage, three transit sheds (300,000 sq ft) and a 200,000 sq ft warehouse.

Milwaukee: Already a busy port city on the Lakes, Milwaukee is expanding its facilities in a bid for Seaway traffic. The Port Commission has set aside 2¼ miles of lake frontage and 400 acres of waterfront land.

Principal new construction will consist of a $6 million general-cargo pier that will take five ocean-going vessels simultaneously. Slips at pier-side will be 30 feet deep. When construction is completed, Milwaukee will have 22 working berths in the outer harbor for 500-ft deep-draft ships.

Duluth-Superior: Second to New York in total tonnage, Duluth-Superior is the largest bulk-traffic port in the world. Present expansion plans are for a three-phase, $40 million project, the first phase to cost $10 million.

This work will include construction of two closed and one open berth with attendant assembling yards and auxiliary buildings. Stages two and three will be added when vessel traffic demands, and the completed facility will contain eight closed and two open berths.

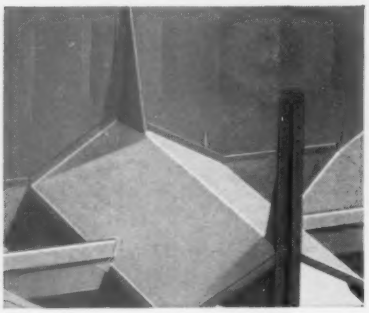
DURABILITY

another built-in benefit

THE PS-3 Standardized Open Hopper is a prime example of the reserve durability, the *extra* quota of trouble-free service built into the Pullman-Standard line.

Hopper cars, in addition to normal hard service during interchange, must be able to stand up under sledge-hammer blows, shake-out machine and rotary dumper abuse, pounding from clam shells, plus the corrosion and abrasion caused by many types of bulk lading. Reserve durability in every part enables the standardized PS-3 to meet today's rugged demands, keeps it on the job day after day—ready to roll, capable of fast, efficient handling of all types of lading. And it holds future repairs to a minimum.

But reserve durability is only one built-in benefit—first cost economy, shipper acceptance, maintenance simplicity—all these and more are part of every P-S car. Write for copies of the booklets on each of the P-S line—PS-1, PS-2, PS-3, PS-4 and PS-5—they will give you complete details on each car and its benefits.

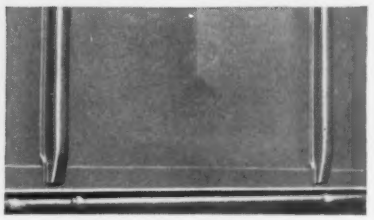


Reserve Durability—Cross Ridge Brace

The PS-3 inside cross ridge brace is formed of heavy 5/16" plate and, in combination with the side sheet and side post, forms an extremely strong section that contributes to floor support and prevents side bulging. Automatic arc-welding of floor sheets to the crossridge web and cap provides a well-supported surface in this vital area. Brace is solid, smooth and rounded to prevent damage from clam shell fouling.

Reserve Durability—Strong Floor Sheets and Hopper Chutes

PS-3 floor sheets are of 5/16" plate and outside hopper sheets are 3/8". Flanged floor sheet edge at sides and longitudinal hood junctions are joined by fillet welds. This provides a smooth, clean interior—free of sharp corners, ledges and ridges that retain corrosive lading. Heavy-duty hopper chutes gives positive resistance to damage from sledges and fires used in cold weather unloading.



Reserve Durability—Welded Side Construction

Outside location of side posts provides a smooth interior, greatly reducing corrosion possibilities and facilitating unloading. The PS-3 side posts are continuously and automatically arc-welded to the side sheets. In addition, they are arc-welded to the underside of the top chord—providing added resistance to shakeout machines. The 1/4" side sheets have vertical indentures to minimize flutter and increase service life of sides.

PULLMAN-STANDARD

CAR MANUFACTURING COMPANY

SUBSIDIARY OF PULLMAN INCORPORATED

200 SOUTH MICHIGAN AVENUE, CHICAGO 4, ILLINOIS

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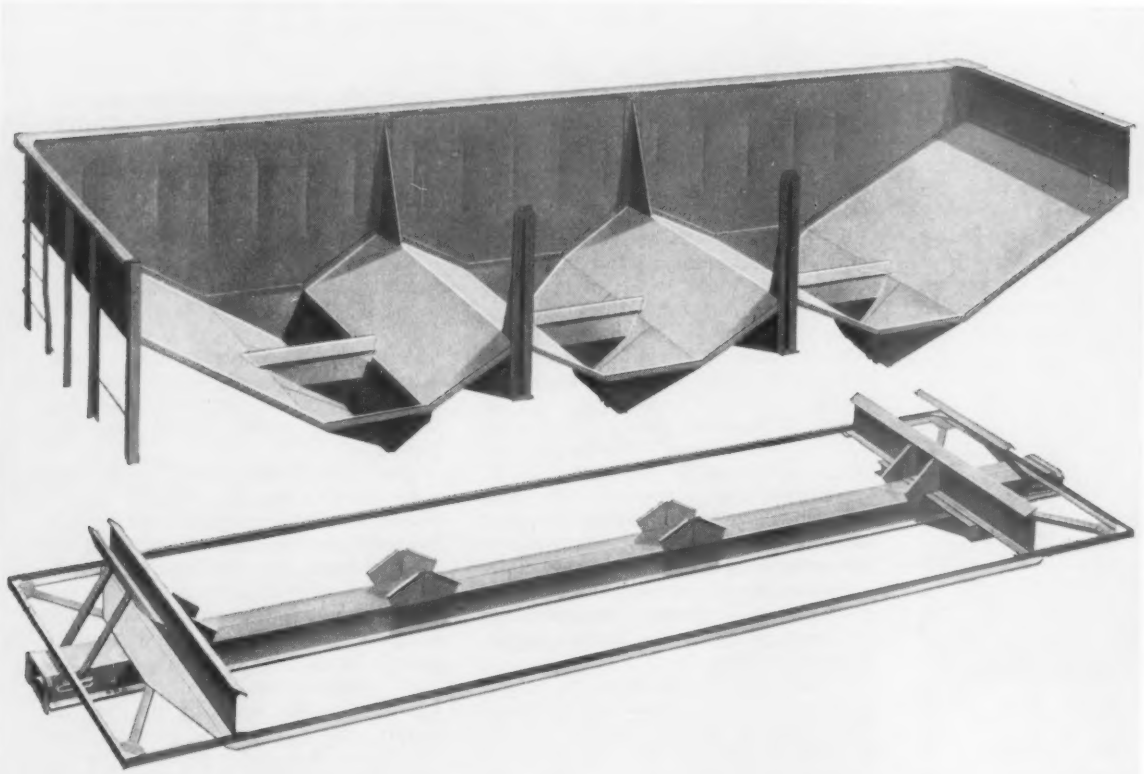
IN RESERVE

of P-S Standardized Freight Cars



PS-3 HOPPERS

have these other extras that provide reserve durability

- Corners gain added strength from special inside corner band and cap.
- Hopper door frame is of strong, low-alloy, high-strength steel continuously welded to the outside of the hopper chute—mates with ¾" formed hopper door providing tight, corrosion-resistant, long-lasting construction.
- Large bolster bottom flange and gussets provide a strong, durable center sill attachment which eliminates center sill shifting.
- Longitudinal hood is welded to floor sheet flanges eliminating danger of tearing common to butt fitted hoods All welds are smooth.

PS-3 available in 50-ton, 2143 cu. ft., 2-hopper and 70-ton, 2750 cu. ft., 3 hopper sizes.

RR Accounting: Men and Machines

Computers are helping railroad accountants in their new role as guides to the future—as well as recorders of the past. In New Orleans, accounting officers recently were told how to reach maximum efficiency.

The accountant traditionally has been the business historian of the railroads. But as the industry has become more complex, so has the role of the accountant: he's still the historian, but he has also come to be a guide in planning for the future.

Illinois Central President Wayne A. Johnston put it this way recently in opening the 64th annual meeting of railway accounting officers—the Accounting Division, AAR—in New Orleans:

"In an industry of small returns such as that in which we labor, the work you men do is so vital it cannot be overstated. **"You make it possible for management to know what its financial footing is from day to day. . . But beyond the present, you make it possible for management to look ahead and to plan intelligently—and that is a tremendous help."**

The speakers who followed spelled out the specifics of this "plan ahead" role—and they took a look ahead at the potential of man-plus-machine accounting.

Automatic Office Coming

The completely automatic office may be some distance away, B. A. Corkran, auditor of passenger accounts, Chesapeake & Ohio, told the group. But, he added, "I am confident it will come."

A pair of problems, related to maintaining the integrity of auditing standards, were raised by A. R. Seder, vice-president, Finance, Accounting, Taxation and Valuation Department, AAR. Two factors, he indicated, "seem calculated to lower the bars if care is not exercised."

- The pressure of economies—working with reduced forces and similar pressures.
- The adoption of electronic data processing equipment "with its tendency, if not controlled, to assume that the electronic brain will invariably come up with the right answers."

The railroads, said E. S. Root, Erie's chief of research, have entered an era where the price of rail service will more and more tend to be based on the cost of that service. Failure to protect the accuracy of operating and revenue statistics at the source, then, is sure to result in erroneous pricing.

What can be done to improve the material at the source? "Both test audits and training programs should be mandatory," Mr. Root declared. Furthermore, there's still room for improvement in the design of the statistic and in increasing the usefulness of the figures.

In several ways computers raise new problems of control. But they also present several added opportunities for improved control, according to R. C. McGowan, C&O general staff officer.

Actually, he said, the nature of the control problem is much the same with computers or with a conventional punch card operation or even a manual system. It's the speed and capacity of the machine that make some aspects of the problem more complex (and others simpler). Mr. McGowan cited four problem areas in computer operation:

- The loss of intermediate controls. A conventional or manual system may have several stages where results of one stage become input data for a following stage. There is a break in the processing stage and controls can be established, results can be reviewed. C&O's payroll computer system, in contrast, is a straight-through operation. It takes the processing from the input of hours worked by employees and carries it through to the production of paychecks in a single operation. The speed and continuity of the processing, he pointed out, make those intermediate controls in the system useless except as a post-audit. And an audit trail can often be maintained only at a cost, in terms of computer time and memory space, that doesn't usually prove worthwhile.
- Difficulties arising out of the volume of data processed. Maximum advantage from computer capacity calls for the use of larger masses of data. On C&O, for example, there were some 35 separate department and division payrolls, each with its own separate controls. Under the computer system, there is a single payroll for 30,000 employees. It follows that if subsidiary payroll records maintained on magnetic tape get out of balance with book controls, there may be serious difficulties in locating and correcting the error.
- The relative inaccessibility of data. "In a well scheduled computer operation the equipment is not readily available to extract data from tape and put it in usable form. . . In addition, it sometimes becomes necessary to develop special programs to produce the data in usable form." C&O's basic payroll records are maintained on 10 reels of magnetic tape. And, Mr. McGowan noted, "While we have had some employees who got to be fairly proficient in reading holes in punched cards, we have not yet come across one who could read the electrical impulses from this magnetic tape."
- The concentration of responsibility. "The traditional division of responsibilities may be affected radically in a computer operation. A single console operator often controls the entire processing of a system, where previously there may have been a number of individuals involved. This creates a problem in itself and usually requires that certain controls be built into computer programs to reduce the possibility of manipulation."

In view of these problems, he said, it's essential that proper controls be established.

Parallel Logic

Moreover, Mr. McGowan told the accounting officers, it's essential that "the logic of the computer system parallel the logic of your accounting system . . . that is, that the accounting control structure that is required be consciously built into the computer system design and programming."

C&O, he said, has found it desirable in some cases to parallel computer process charts outlining a proposed system with the corresponding accounting journal entries to insure that the logic of both is consistent.

Opportunities for improved control with computer systems were placed in three general categories:

- Computer capabilities in the area of input audit—the screening of data for quality control purposes. Included here are checks of logical consistency (for example, C&O's system for freight revenue application checks traffic movements for oncoming junction. Waybill data for a car of coal being received from the Virginian at Toledo, Ohio, would be rejected on the basis that C&O does not interchange with Virginian at that point).
- Computer ability to carry out relatively simple logical operations and take action based on a comparison of two quantities.
- Computer controls to insure processing accuracy.

Working out a computer system, then, involves constant effort to produce the most useful, most efficient, most accurate procedure possible. In the broader sense, the whole of accounting involves the same challenge.

F. E. Martin, vice-president and comptroller of the Illinois Central and chairman of the Accounting Division, pointed out that accounting "cannot remain static any more than industry itself can."

FILLED WITH BAKELITE PLASTICS, seven rubber containers are ready for journey aboard car specially designed to hold them safely in position during transit. Bakelite has leased 80 "collapsible container cars" from O-T-D Corporation.

Contour Cars Custom-Built For Collapsible Containers

A new kind of specialized freight car—a "collapsible container car"—is making its debut on the nation's rails. It carries a cargo that resembles, at first glance, giant inflated balloons.

Actually, the "balloons" are collapsible rubber containers that stand 8 ft high when filled. To accommodate them, gondola cars have been given special high rounded ends, with sides raised and narrowed by wooden rub-rails.

Eighty of the modified cars, owned by the O-T-D Corporation of Chicago, are being leased to Bakelite Company, Division of Union Carbide Corporation. They will transport Bakelite powdered or granulated plastics in "Sealdbin" containers made by United States Rubber Co.

Shipment of the plastics in rubber Sealdbins gives Bakelite a service similar to that which it could obtain by use of covered bulk hopper cars, but with these added advantages:

- Use of containers permits transportation of different products, or different grades of the same product, in the same car. In turn, this makes possible carload shipments to customers who might not normally take a full carload of one product or of one grade.
- When necessary, containers can be used as storage bins either at origin or destination, permitting faster loading, unloading and turnaround of cars.
- Containers can be both loaded and unloaded through a fully enclosed system, insuring against contamination or loss of product during shipment.

Bakelite first used Sealdbins for shipping plastics several years ago. But standard gondola cars did not prove to be entirely satisfactory for transporting the rubber containers.

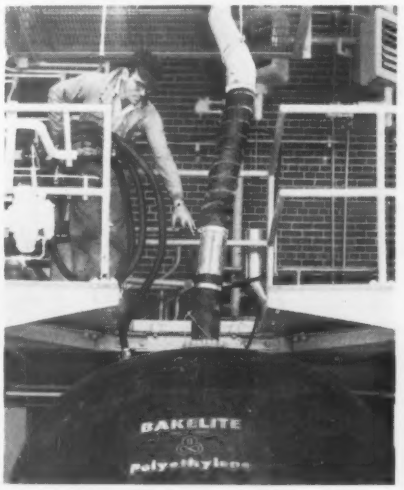
In low-side gondolas there was a tendency for the containers to sway from side to side during movement, and also to fold, bulge or pinch over car ends during switching or coupling impacts, and starting or stopping of trains. On the other hand, high-side gondola cars proved difficult to load and unload.

Accordingly, a special low-side car with rounded, contoured ends and wooden rub-rails slightly above and inside of the normal car sides was designed.

Each car holds seven loaded Sealdbins of 300-cu-ft size. When fully loaded with approximately 10,000 lb of plastic, each bin stands approximately 8-ft high and measures 7½-ft in diameter.

Essentially, the Sealdbin is a reusable collapsible container built like an automobile tire with two or more plies of high-strength cord fabric and synthetic rubber vulcanized into one piece. Flexible steel cables running from top to bottom inside the container provide sufficient strength to permit lifting by crane or by lift truck specially equipped with a ram or bayonet attachment which engages the lifting eye on top of each bin. Using this equipment, one man can load or unload a car in 30 minutes or less.

Weather, water and contamination proof, Sealdbins may be transported by freight car, truck, barge or steamship.



CONTAINERS ARE FILLED through top opening. Fully enclosed loading system prevents contamination.

AS UNLOADING PROGRESSES through bottom opening, container is automatically collapsed by the cradle arms.

Inauguration of Flexi-Van . . . A Fast,

This Flexible New Highway – Railway – Waterway

1. Over-the-road Truck-Trailer backs up to rail car.

3. Tractor is disengaged, turntable is revolved by one man, and container locked in place.

THE ECONOMY, speed, safety, efficiency, and flexibility of Flexi-Van service are a few of its major selling points.

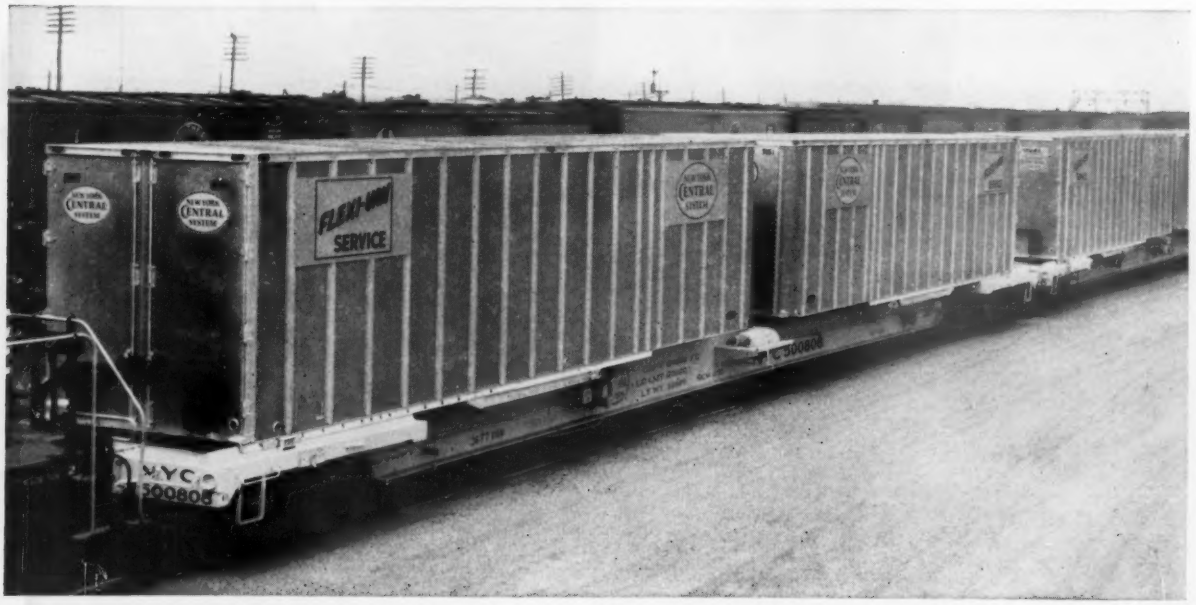
This revolutionary new system provides complete interchangeability on rail, highway, and water without costly re-handling of cargo. And, at the same time, it is operated without expensive special loading equipment or dock facilities. The container and the rail car furnish their own interchange mechanism and power. The change from highway to rail requires only 4 minutes for one man.

Now in operation on New York

Economical New Freight System!

System Now Available To Railroads

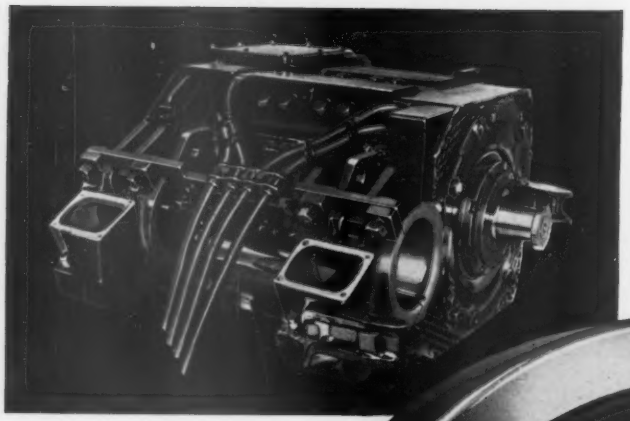
2. Container glides over Trailer underconstruction to rail car turntable.



4. The freight moves to destination via rail for delivery or transfer to Trailer again.

Central Chicago-New York routes, the Flexi-Van heralds an entirely new era in shipping economy and efficiency for all kinds of cargo—dry freight, perishables, and liquids included. Obtain full details from Fruehauf Trailer Company, 10956 Harper Avenue, Detroit 32, Michigan.

FRUEHAUF TRAILERS



HYATT
THE MOST MOTOR

CUTAWAY VIEW OF CAGE BAR

TWIST-PROOF STEEL CAGE BARS FOR 3 TIMES LONGER LIFE!

announces...

RUGGED PINION END TRACTION ARMATURE BEARING EVER BUILT!

Improved design combines inherent advantages of roller-riding steel cage and maximum-capacity rollers with far stronger, self-locking cage bar construction

In 1953, HYATT pioneered a great forward step in traction motor bearing design by combining substantially larger rollers with the first completely roller-riding cage, which eliminated all rubbing contact between cage and race flanges. Over 100,000 of these HYATT pinion end armature shaft bearings have performed well in this extremely punishing service. Continued research and field experience indicated, however, that further strengthening of the steel cage would materially lengthen bearing life.

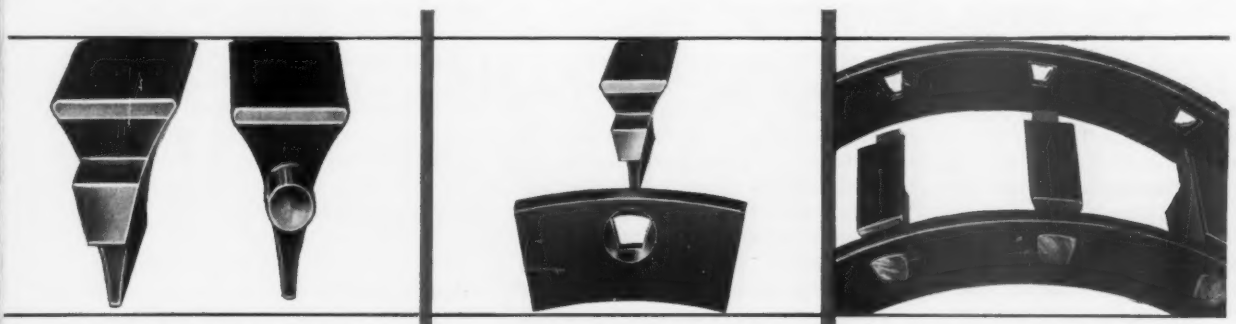
HYATT'S extensive research and testing facilities were committed to this development program, and we are now proud to announce the result: *the most rugged pinion end traction motor armature bearing ever built.* Exhaustive laboratory and field tests indicate our new steel cage has *three times the average life of earlier designs.*

As shown in the diagrams below, changing the cage bar shank from cylindrical to trapezoidal shape increases its cross-sectional area by 60% for greater strength, positions cage bars more accurately, and makes them self-locking. A special hot upsetting process, which spreads the bar shank like a rivet to fill the countersunk hole in the end ring, combined with a controlled brazing operation, forms a far stronger union than was possible previously. Bars and end rings become practically one solid steel unit, producing a twist-proof cage of tremendous strength and rigidity.

In addition, this improved bearing retains all the inherent advantages which HYATT pioneered in the original roller-riding cage:

1. Greater capacity than previous types
2. No rubbing contact between cage and race flanges
3. Cage and rollers removable as a unit for easier inspection
4. Unrestricted lubricant flow to all bearing parts

Only HYATT offers all these advantages *plus* this rugged new steel cage construction. For the *last word* in traction motor bearings, specify HYATTS for your new locomotives and for replacement. *See if they don't outperform anything you've ever used!* Hyatt Bearings Division, General Motors Corporation, Harrison, N.J.



60% GREATER AREA ADDS STRENGTH

1 New self-locking trapezoidal shank (left) provides 60% more cross-sectional area than old cylindrical shank (right).

TRAPEZOIDAL HOLES FORM LOCK

2 Holes in end ring, conforming to trapezoidal shape of shank, are countersunk on outer side to form rigid lock for shank.

UPSET SHANK IS TWIST-PROOF

3 After shank is inserted, special hot upsetting operation spreads shank like rivet, completely fills countersunk area.

Another GM GENERAL MOTORS contribution to railroad progress

HYATT HY-ROLL BEARINGS FOR DIESEL LOCOMOTIVES

P&S Officers Stress Economy

Practicing what they preach, members of AAR's Purchases and Stores Division hold shortest annual meeting ever — in interests of economy. Committee reports, prize-winning essays heard.

The Purchases and Stores Division of the Association of American Railroads recently held the shortest annual meeting of its history at Chicago's Palmer House. The reason: economy.

In nine and one-half hours it was all over. Committee reports had been presented by 12 subject committees, prize-winning essays in the annual essay contest had been read and acknowledged, and reports had been made by standing committees.

Chairman of the meeting was J. S. Fair, Jr., general purchasing agent of the Pennsylvania. P. A. Hollar, vice-president and assistant to the president of the AAR, told the purchases and stores officers that their role is a "vital part of producing transportation by rail." Current conditions, he added, require railroads to "squeeze" the most out of the funds on which they must now operate.

Mr. Hollar pointed out that legislation pending in the Senate and the House of Representatives is of vital importance to everyone with an interest in railroads.

Mr. Fair told the meeting that, "On some of the purchasing agent's gages for measuring business, pointers are beginning to move in the right direction . . . Let us keep up the good work," he advised, "not in gloom and despair, but with cheerfully aggressive confidence."

Material Classification

First report presented to the meeting Thursday morning was that related to the standard classification of material. The committee reviewed the Standard Material Classification for correction of duplications and errors and suggested that certain obsolete items be removed from the list and that certain new items be added. The committee's report was questioned from the floor as one delegate wanted to know why steam locomotive classifications were being retained in the listings. The committee chairman assured the delegate that sufficient steam power remained in the United States and Canada to justify the continuance of these categories, at least for the time being.

Highlights of the report of the committee on scrap were descriptions of new scrap cutting shears and baling equipment now being used by various scrap dealers. It was pointed out that many railroads could not afford to purchase such equipment but that efforts should be made to have local dealers acquire such machines. Scrap so cut and baled, the meeting was told, brings a higher price than material not so processed.

A conveyor system, recently built and put into operation by the Erie at Meadville, Pa., was also described. This device permits the relatively easy sorting of used track materials to make certain that reusable items are retained and properly sorted for reuse while non-reusable material removed from track is collected as premium scrap.

Purchasing Procedures

The report of committee on purchasing department procedures covered the checking of invoices, a review of local purchasing practices, a discussion of price lists from signal manufacturers, and a study of form letters and punch cards in current use in interdepartmental work as well as in communication with vendors.

AAR President Daniel P. Loomis, addressing the annual luncheon, said purchasing means far more than "mere transactions in an office or market place. It means production and profits and jobs and a livelihood or better life for everyone involved in the activity. Today, these implications have been thrown into sharp perspective by economic recession. Perhaps I should say harsh perspective, for on every side we see the multitude of human problems created by the drastic spending cutbacks the railroads have had to make in order to maintain solvency."

Mr. Loomis said that legislation to aid the railroads "can contribute toward tempering and ending the business recession." The railroad supply industry is hard hit, he noted, with production cutbacks necessitating the layoff of some 23½ per cent of their working forces. Reports indicate, he pointed out, that unless business improves, layoffs could amount to as much as 40 per cent of the total working force by September.

The AAR president went on to explain what passage of current legislation in Washington will do to alleviate the present-day conditions in the railroad industry.

The loan guarantee proposal, if passed, he said, would permit hard-hit railroads to put back to work maintenance forces now idle.

With regard to tax legislation, Mr. Loomis said, "It is obvious that more favorable tax treatment must be provided if railroads are to continue investing in the future as in the past."

Speaking of the rate-making proposal now before Congress, he had this to say: "Railroads have long pleaded for the right to reduce freight rates in competitive situations, where they could show that their reductions were compensatory and would not discriminate among shippers. This right, with these public safeguards, appears to have been intended by Congress when it wrote the laws setting up the standards which the Interstate Commerce Commission now applies in ruling on the reasonableness of carrier rates. Yet, the ICC has been notably inconsistent in its decisions on competitive rates, suspending railroad rate reductions on the ground that these would take traffic away from other carriers and thus tend to upset the competitive balance in transportation."

Concluded Mr. Loomis: "The attention now being given remedial legislation by the outstanding men in both houses of Congress is a hopeful sign of a better tomorrow."

Office Innovations

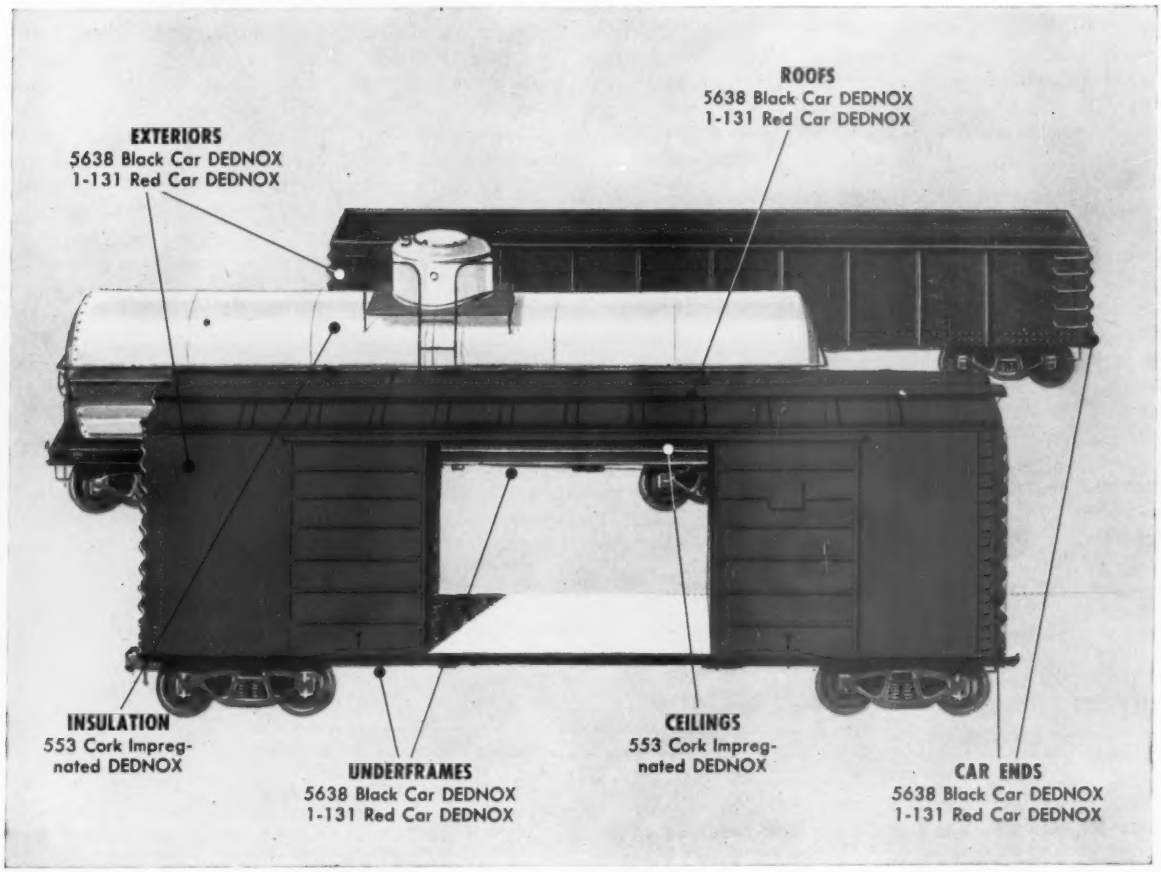
The afternoon session on Thursday, June 5, opened with the report of the committee on office supplies and equipment. It covered new developments in printing, stationery and office devices, a listing of economy measures which can be applied to reduce expenditures for such items, and a survey of current practice among the railroads as to procedure followed in the purchase of office furniture.

A report on forest products contained information on the conservation, use and reforestation of forest lands and the reclamation of forest products—notably ties.

In addition the committee reported on the dollar value of emergency protection stocks of bridge material and lumber ordering practices with respect to grades

(Continued on page 36)

Keep your rolling stock rolling...



Protect these Trouble Spots with Time-Tested PITT CHEM DEDNOX® Coatings

MAINTENANCE of rolling stock is much too costly to consider half-way corrosion control methods. Only the application of a *proven*, heavy-duty protective coating assures adequate long-term protection.

Pitt Chem *Insul-Mastic* DEDNOX Coatings afford this protection because they are specifically geared to meet the variety of rugged conditions encountered "on the road."

For almost thirty years DEDNOX has given long-lasting, economical protection to railroad equipment. Special formulations of gilsonite (one of the most chemically resistant bitumens known), with selected asphaltic bases and mineral fillers, permit DEDNOX coatings to withstand extreme variations of temperature, moisture, dryness and abrasion.

Don't contribute your share to the estimated $300 million annual cost of corrosion damage to rolling stock. Protect surely and economically with Pitt Chem *Insul-Mastic* DEDNOX Coatings.

For complete Pitt Chem DEDNOX information and/or technical service write or call *Pittsburgh Coke* today.

PROTECTIVE COATINGS • COAL CHEMICALS • PLASTICIZERS • ACTIVATED CARBON • COKE • CEMENT • PIG IRON

(Continued from page 34)
specified. One portion of the report was devoted to a discussion developing the "extent railroads are using vapor-drying process for cross and switch ties and what, if any, savings would be effected by this process over present or former practices in conditioning ties for treatment."

"Savings will vary," the report stated, while pointing out that some costs might be reduced and that there is a chance that the method might permit the utilization of types of wood heretofore considered unsuitable for cross ties.

Considerable objection was raised on the floor to the portion of the report relating to the economy of vapor drying. A motion was made—but not carried—to have the section of the report containing the committee's observations on this subject stricken from the record.

Other reports given Thursday afternoon included those of the committees on petroleum products and coal, material handling, simplification and standardization, and data processing procedures.

Friday morning, the authors of the two winning papers in the division's annual essay contest read their papers. Certificates were presented to the winners, E. R. Bushong, foreman, IC, and E. N. Bailes, chief clerk, CNR. In addition, checks on behalf of the Simmons-Boardman Publishing Corporation were presented to the winners by Ralph M. Schmidl, editor of Railway Purchases and Stores.

Inventory Control

Following the essay presentation, the committee on stores department procedures made its report. Disposition of surplus material and methods for improved inventory control were among the topics covered. As at past meetings, R. E. Godley, manager of stores, IC, objected to surplus disposal plans in general and F. J. Steinberger, general purchasing agent, Santa Fe, upheld their merit.

Reports by the committees on diesel parts and on reclamation concluded the subject committee reports for the meeting Friday morning. Outstanding were reports on parts disposal plans, chrome plating, etching of parts for identification, rolling bearing warranties, blanket orders for diesel parts and reclamation of lube oil filters.

The meeting wound up with election and installation of officers. O. O. Albritton, vice-president, purchases and stores, IC, was elevated to the chairmanship of the division for the coming year, succeeding Mr. Fair. E. A. Bromley, vice-president, CNR, was named vice-chairman, succeeding Mr. Albritton. Total attendance at the meeting was put at 539 railroad men and 445 supply men—a grand total of 984. This was approximately 20 per cent under the average attendance for the past few years according to division officers.

Railroading After Hours with Jim Lyne

SMART RUSSIANS—You'll see in this issue the report of my colleague Bob Lewis on the intensive railroad development going on in Russia. What he saw confirms what I have long suspected—that is, that those fellows are making every dollar count.

I recall a few years ago at the time of the Korean War when somebody asked Eliot Janeway, the economist, how the Communists could ever hope to get ahead of us—with our tremendous industrial output. Said Janeway: "You can't fire an electric refrigerator or dishwasher at the enemy. It isn't your total industrial output that counts, but the part of it that is effective."

With us, luxuries (e.g., superhighways) come first. Transportation facilities that save fuel and manpower get the leavings, if any. We'd better get wise before it's too late.

CONTROVERSY ILL-TIMED?—One of my old and good friends took me apart the other day for two things we've done in Railway Age recently—(1) suggesting some changes in railroad public relations advertising and (2) bringing up the subject of working rules (as we did in our "Trap" article, Mar. 24).

In his opinion, our series suggesting more vigor in railroad public relations advertising is divisive—at a time when unity is the railroads' vital need. My friend approved our objective and factual reporting of the working rules situation—but believes such discussion untimely while legislation is pending in Congress.

I agree that unity is the railroad industry's biggest need. Where my friend and I don't quite see eye to eye is in his evident belief that controversial questions, such as working rules and public relations advertising, cannot be discussed without running into divided counsels and risk of discord. Maybe I'm naive, but my assumption is that railroad people have, or can contrive, the good-will necessary to debate controversial questions without rancor. And no conclusive answer, certainly, can be reached to either of these vitally important questions without a lot of discussion.

ON KEEPING COOL—Certainly, personalities have to be avoided in discussing controversial subjects. And it takes a lot of determination and mutual understanding to avoid hurt feelings. Railroaders aren't any worse, but no better either, than other people in their inclination to point out each other's failings.

There may be a lot of boloney in the admonition to "accent the positive"—but there's also a lot of wisdom in it. Things that ought to be done better on the railroads won't be done better unless they're thoroughly aired (for example, outdated working rules). Railroaders just have to learn to be controversial without rancor and hurt feelings. It's difficult, but possible and necessary. You can't change things that have to be changed, unless you discuss them first.

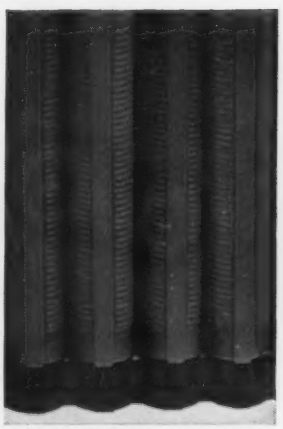
AS IT USED TO BE—An old friend from my boyhood days, Ernie McDonough, is getting ready to retire at Chicago after 50 years of service on the Rock Island. He writes to recall wages and working conditions prior to World War I. Some of today's young bucks might like to compare their present situation with this:

A yard clerk's job at Herington, Kan., paid $50 a month (payday once a month, the 17th, for the preceding month). Hours were 12 a day, 7 days a week, no vacation, no holidays. For a yard brakeman the pay was 29¢ an hour for a 10-hour day. Ernie was a night yardmaster, 12 hours a day, 7 days a week, for $137 a month—then regarded as big money. The top clerical job in the superintendent's office then paid $85 a month for six 9-hour days.

(That is, Ernie recalls that it was a 6-day job, but my recollection is that most of those fellows also worked at least a half-day on Sundays. No reason for not working—there was nothing else to do, after church let out. The superintendent and all supervisors were on the job. The only difference between Sunday and another day was that a fellow showed up an hour or two later than usual, wearing a clean shirt and smoking a cigar.)

Why Exide-Ironclad Carlighting Batteries Last Longer Even Under Severe Conditions

Best buy in a railway carlighting battery. Exide-Ironclad, engineered to give you maximum life and dependability even under the trying service conditions of railway service.



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The big difference between Exide-Ironclad Batteries and others is the positive plate. Instead of sticking tenuously to a vertical surface, active material in an Exide-Ironclad positive plate is held firmly captive inside the power tubes of slotted polyethylene. Tiny openings let electrolyte in, but keep active material from falling out. In high-load applications, especially, this unique design has proved to be a valuable battery life stretcher. So Exide-Ironclad Batteries give you years longer life for greater return on your battery investment. Make sure you get all the battery value your dollar can buy. Specify Exide-Ironclad. For complete technical details, write Exide Industrial Division, The Electric Storage Battery Company, Philadelphia 2, Pa.

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LINE-RITE

keeps more cars in the line-up!

This is the LINE-RITE team... End Lining and Side Lining

When one of your high class lading cars loses a lining board or takes a punch in the side from a fork lift truck, your profits are hurt. LINE-RITE End Lining and Side Lining were developed by Standard to keep your high class lading cars in service by adding strength to the interior of your cars.

Use Both Members of the Team!

By using both members of the team – End Lining *and* Side Lining, you achieve the greatest possible protection for your cars. You'll reduce the number of cars out of service and have lower maintenance costs. Here's the story:

Added Strength!

End Lining's assembled metal and wood lining gives additional strength to the end of the car by distributing impacts over a larger area and allowing the corrugations in the outer steel end to exert resistance to impact as a unit. And the Side Lining, *four times stronger* than ordinary wood lining, affords strong protection from damage by fork lift trucks and tractors.

Maintenance Costs Slashed!

Dovetailed metal sockets provide solid backing the entire length of the board . . . lock each board positively and securely in place. New LINE-RITE End Lining and Side Lining virtually eliminate many costly operations in repairing interior linings of your cars!

Infestation Hazard Reduced!

End Lining's continuous steel member, after proper application, provides a positive wall which effectively blocks the infiltration of flour and grain into the space behind the lining.

That's How LINE-RITE Works!

That's the LINE-RITE line-up. End Lining and Side Lining working together to help keep your high class lading cars in service . . . your maintenance costs low. It's a good team to have working for you. Your Standard representative will give you the facts.

STANDARD RAILWAY EQUIPMENT HAMMOND, INDIANA

division of STANDARD RAILWAY EQUIPMENT MANUFACTURING COMPANY

CHICAGO, ILLINOIS • NEW YORK, NEW YORK • SAN FRANCISCO, CALIFORNIA

KCS: First 'One Fare' Road

Is a wholesale overhaul of the railroad passenger fare structure called for? It's an old question that is currently coming in for a lot of new thought.

On the surface, there's little to be seen. But down deep, there are rumblings, more vigorous lately because of what Kansas City Southern will do to its Pullman pricing July 1. Beginning then, KCS passengers will pay coach rates to ride in sleepers, plus only the Pullman charge for the space they occupy.

To Pullman travelers, this will mean reductions averaging 29 per cent. And though few—if any—other roads presently are willing to go as far as has KCS, the action of a railroad that in the past has sometimes been the bellwether in passenger pricing matters has set the industry to thinking.

KCS's new fares are a "first" in one important respect: They will apply systemwide, to all trains on both KCS and its subsidiary Louisiana & Arkansas. These days, selective reductions are not unheard of (Missouri Pacific, for instance, this month started its roughly comparable "Thrift-T-Sleeper" on a pair of St. Louis-Denver trains) but an across-the-board slash certainly is. KCS's announcement immediately attracted the fancy of both the traveling public and the press in the area.

The reduced sleeper fares are experimental; unless extended, they will expire December 31. They are designed to put faces in the windows of sleepers the roads have been operating largely without patronage. For the record, KCS President W. N. Deramus pointed to them as evidence of his line's faith in the passenger business and of his desire to provide the best possible service at the least cost.

Other passenger roads apparently intend, for the moment, to sit back and see what happens. KCS's proposal was "negatived" by the rate committee and the road took independent action to get its reductions into tariffs. This often happens when out-of-the-ordinary proposals crop up, and doesn't mean that other roads have permanently turned thumbs down on the idea. What it probably means is that KCS will be under close observation while it takes its lumps—or proves that the idea will work.

This is not an unusual position for the 1,600-mile KCS-L&A combination. Family fares first found a friend here, and Mr. Deramus indicated that the success of multi-ride coach tickets at reduced rates helped prompt the Pullman reductions.

'How Much Is It in Real Money?'

That's what sixth grader Anne Lacy of Richmond, Va., wanted to know when N&W Treasurer S. P. Chockley showed her a check reading "Pay to Commonwealth of Virginia $4,032,-551.26"—the road's state tax bill on rolling stock, gross transportation receipts, money and intangibles. To answer Anne's question the Richmond Federal Reserve Bank obligingly piled up the exact sum it represents in "real money." Shown with the school girl are Virginia State Treasurer E. B. Pendleton Jr. (left) and Mr. Chockley.

CC Backs Smathers Report, Trucking Firms Withdraw

More than 20 trucking firms have withdrawn from the Chamber of Commerce of Metropolitan St. Louis—apparently because the Chamber's board of directors approved the Smathers subcommittee's report on transportation legislation.

A spokesman for the trucking interests indicated that all trucker members will pull out of the Chamber. That would cut membership rolls by about 95.

The Chamber expressed regret at the resignations. However, a spokesman noted, the CC position is guided by a long-standing policy of working for the best interests of the transportation industry as a whole. Furthermore, the spokesman said, the action is not at odds with the American Trucking Associations' position. ATA has indicated it will not oppose the so-called Smathers bill as it was reported out of committee, amended.

Late But Heavy, Wheat Crop Begins to Move

With the winter wheat crop getting under way about a week late, railroads have rounded up a fleet of grain box cars big enough to form a train 105 miles long to handle what might be the third biggest crop on record.

Ralph E. Clark, manager of the Closed Car Section of the AAR's Car Service Division, told the Trans-Missouri-Kansas Shippers Board recently that already 13,000 cars are alongside the elevators. Several thousand more will be moved into the southwest before the harvest swings into high gear in mid-June.

The first car of wheat was loaded May 28 at Eldorado, Oklahoma—more than a week later than normal. Loadings are expected to reach a peak around July 4 in Kansas and Nebraska.

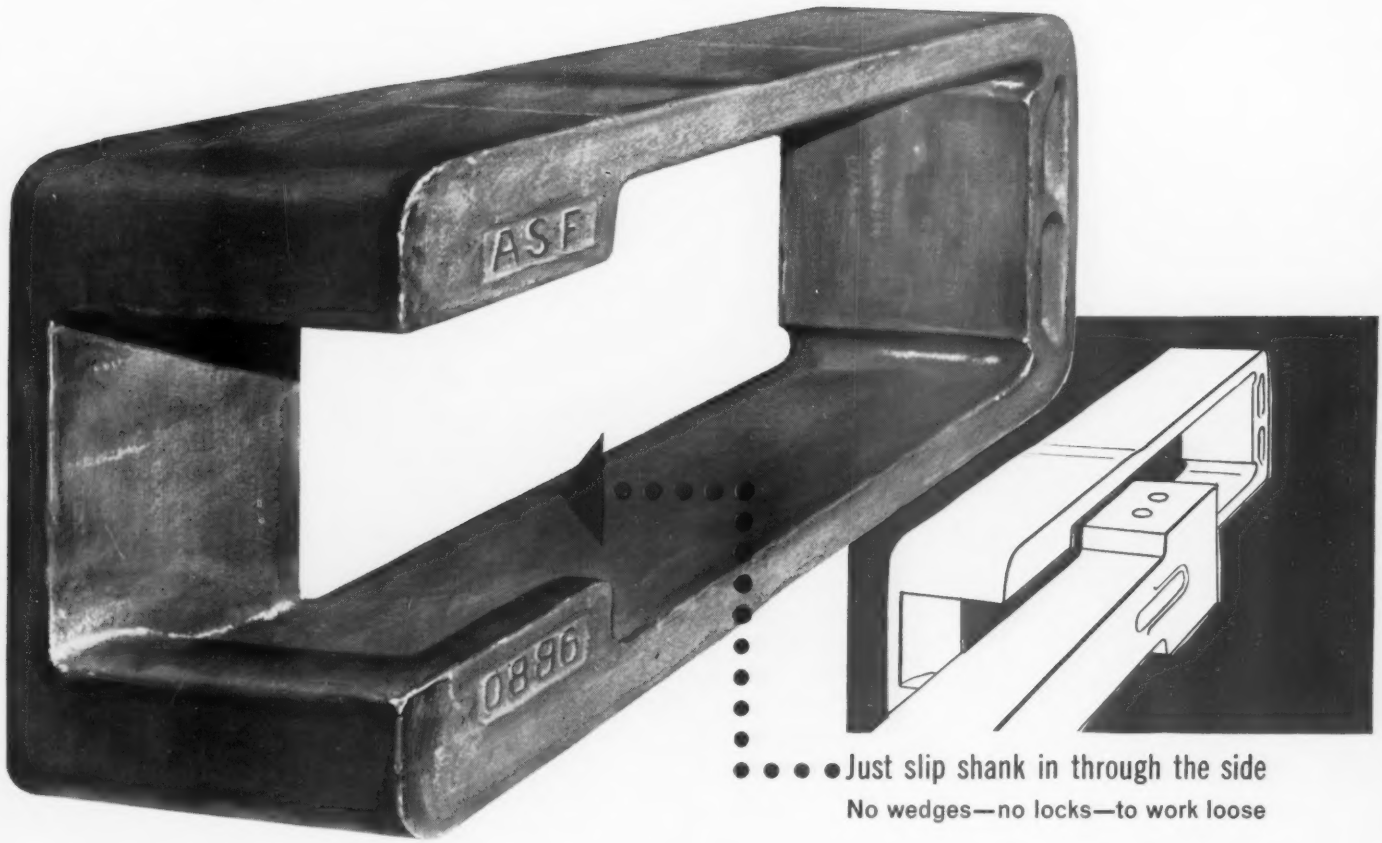
Great Northern Retires 36 Steam Age Survivors

The steam locomotive has gone the way of the straight electric locomotive on the Great Northern. Retirement of GN's last 36 steamers leaves the system fully dieselized.

Just two years ago, all three types of motive power—diesel, electric and steam—were in active service. The electrics were retired in August 1956, when GN installed a high-volume ventilating system in its eight-mile-long Cascade Tunnel. Steam made its final run last August in Minnesota. Since then, the remaining 36 steam locomotives have been out of service, on standby duty.

Thirty steam locomotives are headed for the torch. Six will be removed from the motive power roster and placed in service at Superior, Wis.—generating steam to thaw ore during freezing weather.

NOW... an ASF one-piece keyless yoke*



Just slip shank in through the side

No wedges—no locks—to work loose

- ✔ A rugged, one-piece steel casting with a high margin of safety—fully meeting AAR strength standards.
- ✔ Now AAR Approved
  24⅝" pockets—AAR Certificate No. B95
  18½" pockets—AAR Certificate No. B96
- ✔ Simple in design—no wedges or locks, no parts to work loose.
- ✔ Quick, easy installation—just slip the coupler shank through side opening. No complicated assembly problem of forcing shank back far enough to insert wedge.

ASF

For the most practical replacement of riveted-type yokes . . . specify the

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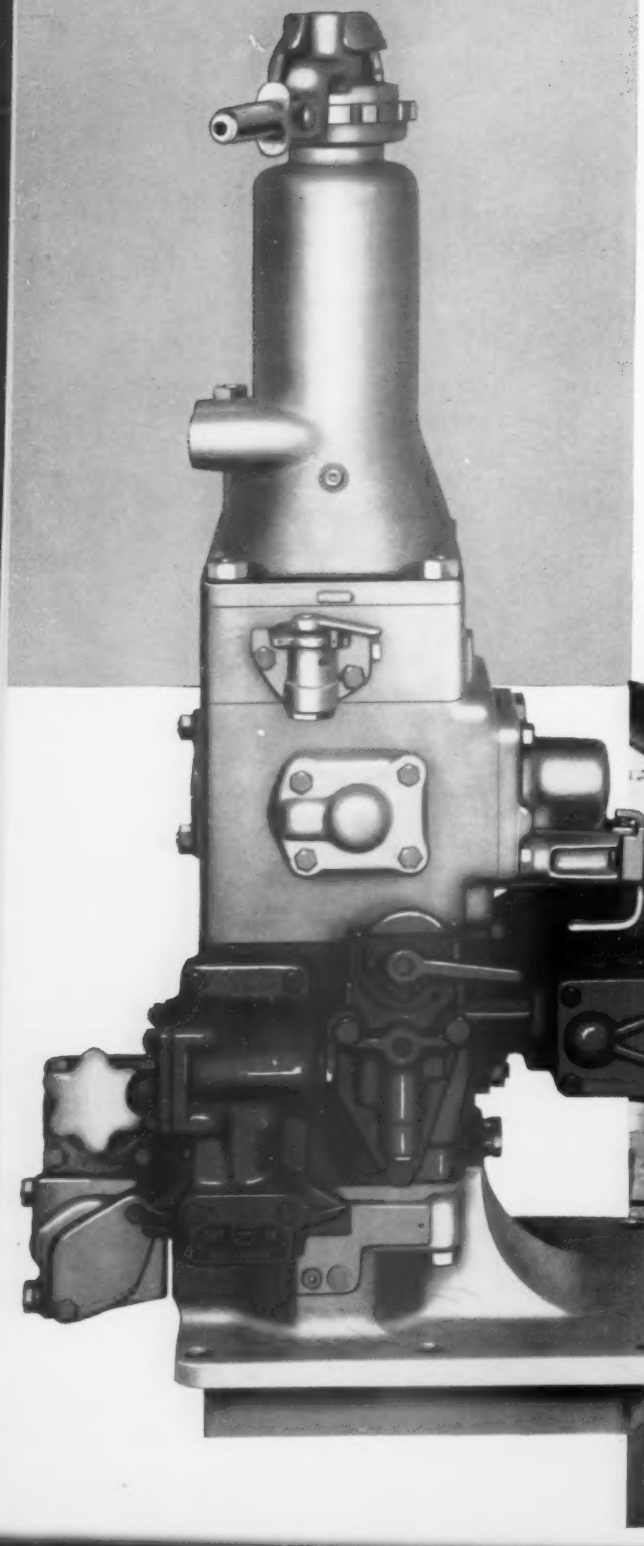
*Patent Pending

24RL—the road locomotive brake that can be kept modern



Sectional construction, as followed in the 24 RL Brake Valves, provides for the addition of new or improved functions merely by the substitution of sections. The advantage, of course, is that the brake equipment can be kept modern with minimum investment as compared to entire brake valve replacement.

The most recent improvement that can be provided in this manner is the brake pipe pressure maintaining feature, which offers pronounced improvement in train brake operation plus outstanding maintenance economies that develop from uniform distribution of braking pressure throughout the train.

This feature can be incorporated in any D-24 Type Brake Valve now in service by replacing the existing Filling Piece Portion with the Conversion Filling Piece shown in color in the illustration. Write for our Circular Notice No. 1130 which gives complete details.

Westinghouse Air Brake
COMPANY
AIR BRAKE DIVISION WILMERDING, PENNA.

MARKET OUTLOOK *at a glance*

Carloadings Rise 15.7% Above Previous Week's

Loadings of revenue freight in the week ended June 7 totaled 612,715 cars, the Association of American Railroads announced on June 12. This was an increase of 83,168 cars, or 15.7%, compared with the previous week; a decrease of 120,762 cars, or 16.5%, compared with the corresponding week last year; and a decrease of 174,360 cars, or 22.2%, compared with the equivalent 1956 week.

Loadings of revenue freight for the week ended May 31 totaled 529,547 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, May 31

District	1958	1957	1956
Eastern	78,852	102,743	109,739
Allegheny	91,275	133,253	140,256
Pocahontas	45,242	59,661	62,278
Southern	97,351	113,751	122,921
Northwestern	74,759	109,718	118,483
Central Western	99,483	104,885	111,230
Southwestern	42,585	47,034	54,302
Total Western Districts	216,827	261,637	284,015
Total All Roads	529,547	671,045	719,209
Commodities:			
Grain and grain products	45,212	43,477	46,261
Livestock	4,509	4,334	5,654
Coal	95,996	126,147	121,899
Coke	4,953	10,035	12,658
Forest Products	32,113	37,149	43,953
Ore	39,125	84,465	84,593
Merchandise l.c.l.	38,134	48,324	52,124
Miscellaneous	269,505	317,114	352,067
May 31	529,547	671,045	719,209
May 24	570,670	722,903	788,254
May 17	560,765	722,144	778,997
May 10	535,204	723,317	777,606
May 3	533,004	718,986	770,558
Cumulative total, 22 weeks	11,809,269	14,881,300	15,785,672

IN CANADA.—Carloadings for the ten-day period ended May 31 totaled 118,848 cars, compared with 69,348 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 31, 1958	118,848	38,774
May 31, 1957	132,142	46,747
Cumulative Totals:		
May 31, 1958	1,464,713	612,668
May 31, 1957	1,587,070	711,130

New Equipment

FREIGHT-TRAIN CARS

► *Ownership Rises.*—Class I roads on May 1 owned 1,751,355 freight cars, 26,954 more than a year ago, according to AAR report summarized below. Repair Ratio was 2.2% higher than on May 1, 1957.

	May 1, 1958	May 1, 1957	Change
Car ownership	1,751,355	1,724,401	+26,954
Waiting repairs	115,942	75,317	+40,625
Repair Ratio	6.6%	4.4%	+ 2.2%

► *Trailer Train Co.*—Has ordered 200 50-ft piggyback flatcars from the Altoona shops of the Pennsylvania. Delivery is expected to begin in August. TTX is currently testing a tie-down stanchion developed by Pullman-Standard and applied to a Great Northern flatcar. Meanwhile, some 85 50-ft cars now in TTX ownership are being equipped with the ACF stanchion at Altoona.

► *Western Pacific.*—Has ordered four "Airslide" hopper cars at $12,700 each, from General American, for delivery during the third quarter.

New Facilities

► *Canadian National.*—Ordered over $3.5 million of electro-pneumatic car retarders, switches, signaling and Velac automatic classification yard system for new retarder yard at Cote de Liesse in Montreal, Que. The order was placed with Union Switch & Signal Division of WAB Co. The overall yard layout consists of two retarder classification yards, a main yard and a local yard together with the usual servicing yards, such as receiving, departure, storage, etc.

The main classification yard includes a double hump lead and will have two master retarders and 10 group retarders feeding cars into 84 classification tracks. Two automatic switching pushbutton control panels will be provided: one for all class tracks, the other for half of the class tracks; thus permitting simultaneous humping of two trains.

The local yard will have 40 class tracks having one hump retarder and five group retarders. Five yard engines for hump duty will be equipped with dual-frequency inductive cab signals.

► *Construction Outlay Rises.*—The Commerce and Labor Departments have announced that the value of all types of construction put in place by the railroads in May was estimated at $29 million, 7% over April's $27 million, but still 15% below the $34 million of May 1957.

► *Great Southwest Railroad, Inc.*—Has been granted an ICC certificate to own and operate 16.5 miles of rail line in the Great Southwest Industrial District, Dallas-Ft. Worth, Texas. The line has an authorized capital structure of $1.2 million with 12,000 shares of common stock at $100 par value (fully subscribed). Expected to be in operation within five months, the line will connect with both Texas & Pacific and Rock Island. It is the first new railroad corporation in the area in a half century.

► *Kansas City Terminal.*—Is modernizing ticket office, restaurant and merchandising areas at Union Station. The project, now under way, will be completed about July 15 at cost of $400,000. Accounting department has been mechanized and air-conditioned at cost of $30,000.

a RAILWAY AGE time-saver page

Biggest capacity for railroad work

Butler metal buildings

Yes, Butler metal buildings have an amazing capacity for tracks, trains, men and equipment. And the reason is obvious when you look at this interior of Great Northern's Mississippi Street Shops in St. Paul, Minnesota. Without posts in the way, every inch of the 626 foot long interior is usable.

Notice, too, how low-cost Butler Lite*Panls in the roof flood the interior with cheerful, natural daylight. And, if you could ask one of the men, they'd tell you how the peaked gable design makes the building self-ventilating—funneling stale air and smoke naturally up through ridge ventilators in the roof.

These fire-safe, storm-tight buildings have long lives of service. They cost less to buy, go up fast and are inexpensive to maintain. Give your Butler Builder a call for all the facts. He's under "Buildings" or "Steel Buildings" in the Yellow Pages. Do as Great Northern did, and buy Butler—the lower-cost, higher-quality building with the biggest capacity for railroad work.

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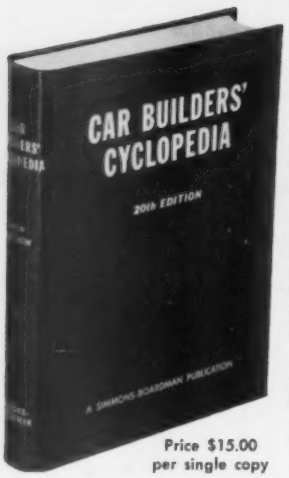

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2-WAY RADIO

From Spartanburg, South Carolina to Elkhorn City, Kentucky—the Clinchfield Railroad schedules "perishable" and thru freights on close runs.

Rapid, sure railroad communications by Motorola help keep the trains on time through this extremely rugged railroading country.

In fact, Motorola 2-way radio is everywhere on the Clinchfield...there's yard-and-terminal, portable, and maintenance-of-way. This means less time getting cars into yards, checked, inspected, and out. Work gangs make fewer waste motion moves...supervisors can communicate and move simultaneously to keep step with the fast pace of heavy train movements. And Clinchfield now is planning a Motorola Mainline radio system that will keep wayside operators and over-the-road trains in instant contact with each other for added efficiency and safety.

Motorola Railroad Radio can do the same for *your* railroad. Why not give some real consideration to your expansion plans today. Call in your Motorola Railroad Radio Representative for details and the benefit of his wide experience in railroad radio communications planning. Call or write today.

MOTOROLA 2-WAY RADIO

Motorola Communications & Electronics, Inc., A subsidiary of Motorola Inc., 4501 Augusta Blvd., Chicago 51, Illinois

Lightweights: Two to the Yards

The New Haven is retiring two of its three lightweight trains after a little more than a year's experimental service.

The 383-seat "Dan'l Webster" and the 467-seat "John Quincy Adams" are going into yards to await better times.

The problem: the fixed-capacity trains were designed for a more frequent overall schedule between Boston and New York than the line can now afford to operate. With last January's reduction in trains (RA, Jan. 6, p. 32), the average loading climbed from 300-400 to 800-900. The inflexible lightweights simply couldn't accommodate the bigger loadings.

Elsewhere, meanwhile, other lightweight trains may have found a niche in commuter service. Both Rock Island and the New York Central have had a measure of success with the slim streamliners in such service, and the Boston & Maine is running its one Talgo train on a Bean Town commuter schedule. (New Haven's third lightweight—the modified RDC "Roger Williams"—has been split into two separate trains for Boston commuter runs.)

RI reports a favorable commuter reaction to its Chicago-based "Jet Rocket." NYC's "Xplorer," also working out of Chicago, pleases commuters too, but transmission trouble has kept the locomotive mostly in the shop.

The "Aerotrains" are now idle at General Motors' EMD plant in La Grange, Ill., after tests around the country, but it is rumored not for long.

Santa Fe Finds a Money-Saver

Santa Fe passengers for San Francisco will have a longer bus ride to top off their train trip beginning June 16—but they'll get to their destination sooner.

The road announced last week that its passenger trains will terminate at Richmond instead of Oakland. Buses will carry passengers to Oakland, Berkeley and San Francisco.

Santa Fe for years has used buses to transport its patrons across the Oakland Bay Bridge between its station at Oakland and downtown San Francisco. Under the new setup, running time between Richmond and San Francisco—by bus—will be 15 minutes less than it is via the bus-train combination.

Santa Fe wanted to halt its trains at Richmond for two reasons. Doing so would eliminate train movements over slow track through congested city areas (and across 91 grade crossings) between Richmond and Oakland. Also, substantial operating savings will be possible because trains must be deadheaded between Oakland and Richmond both at the beginning and the end of their runs.

New 41-passenger buses have been bought by Santa Fe's motor coach subsidiary for the service.

What's Ahead for the CA&E?

The Chicago, Aurora & Elgin, teetering between operation and abandonment for some time, has apparently won a new lease on life.

The annual stockholders' meeting resulted in a shakeup on the board of directors. The directors' meeting which followed resulted in the election of a new chairman, a new secretary-treasurer and a new vice-president and temporary chief operating officer. The presidency was vacated; Frank W. Flannigan had held the job since 1954.

A spokesman for the group now in control said the immediate objective will be to survey the line's possibilities. CA&E dropped passenger service last July, now has petitions pending for permanent abandonment of passenger and freight operation.

Indications are that a firm of transportation engineers will be retained to determine whether the best interests of the shareholders lie in (1) complete liquidation, (2) partial liquidation, partial operation, or (3) complete operation.

Several past surveys are in the road's files now, and these may serve as a basis for further study.

A member of the new executive committee contended that some shippers can save 8-24 hours by routing CA&E. His offhand estimate: there may be considerable possibilities for profit in continuing freight operations.

In view of the existing situation, it's possible that CA&E management now may hold off, at least temporarily, on the petition to drop freight service.

State Commission Gives Approval to Fare Boost

The Chicago South Shore & South Bend has been authorized to increase 44- and 54-ride monthly commutation fares between Chicago and Illinois stations. The fare boost will amount to 30 per cent; similar increases for interstate fares have been granted by the Interstate Commerce Commission.

According to the Illinois Commerce Commission, the record in the case showed CSS&SB losing $329,000 on its passenger business over the first seven months of 1957. Practically all the deficit is traceable to the 44- and 54-ride tickets.

The state commission's order is effective June 23.

John W. Scallan Heads Pullman-Standard Co.

John W. Scallan, who has spent most of his working career with Pullman-Standard, has been elected president. He succeeds Charles W. Bryan, Jr., who has retired from the post he held since 1950. Mr. Scallan had been vice-president and general manager.

Mr. Scallan was graduated from Notre Dame in 1925 and worked a year on a Chicago newspaper. He then joined the Pullman Company and, two years later, entered the sales department of what now is Pullman-Standard Car Manufacturing Company. He was promoted from vice-president—sales to vice-president and general manager in January, 1953.

Mr. Scallan is also a vice-president of Pullman, Inc., and a member of its board of directors. Mr. Bryan will continue as a vice-president of Pullman, Inc., and of Pullman Finance & Properties Company. His particular attention will be given to coordination of manufacturing activities among Pullman's three subsidiaries — Pullman-Standard, M. W. Kellogg Company and Trailmobile Incorporated.

GN Training Program Passes the Acid Test

Great Northern's management training program is paying off at a critical time, GN President John Budd told security analysts in New York.

Mr. Budd said that in recent months his road lost—through retirement or death—a secretary-treasurer, chief counsel, chief operating officer and his first assistant, and a general manager. In addition, two vice-presidents are soon to retire from the executive department.

But the replacements, he said, are going off without a hitch. Reason: GN executives have successfully trained their own successors. Commenting on the success of the railroad's training program, Mr. Budd said there are more qualified applicants for the program than can be used.

Belin V. Bodie
GM&O

James N. Ogden
GM&O

Robert H. Smith
Southern

Terence O'Brien
Southern

People in the News

CANADIAN PACIFIC.—Effective June 1, **M. A. Keays,** who has been on special assignment (RA, Mar. 17, p. 68), resumed his duties as assistant to vice-president, Prairie Region, Winnipeg, Man., replacing **R. McEwen,** who in turn resumed his former position as superintendent, Portage division, Winnipeg.

CHESAPEAKE & OHIO.—Thomas M. Tierney, assistant general freight agent, Richmond, promoted to assistant freight traffic manager there, succeeding the late **W. M. Mountcastle, Jr. T. Frasia Riner** succeeds Mr. Tierney.

CHICAGO & EASTERN ILLINOIS.—Richard E. Miller, assistant coal traffic manager (sales), Chicago, appointed coal traffic manager.

ELGIN, JOLIET & EASTERN.—R. Newton Rooks appointed general counsel, Chicago.

FLORIDA EAST COAST.—Gordie Stewart, assistant chief mechanical officer, St. Augustine, Fla., appointed assistant chief operating officer there. **E. H. Schoedinger,** master mechanic, Buena Vista, Fla., succeeds Mr. Stewart. **John Sims,** assistant master mechanic, Buena Vista, succeeds Mr. Schoedinger.

GREAT SOUTHWEST.—Angus G. Wynne, Jr., named president of this new road; **C. Wesley Goyer, Jr.,** vice-president; **T. L. Wynne, Jr.,** secretary; **William Zeckendorf, Jr.,** treasurer, and **F. Bruce Davey,** assistant secretary-treasurer.

GULF, MOBILE & OHIO.—Belin V. Bodie, general manager, Mobile, Ala., promoted to vice-president and general manager there. **James N. Ogden,** general counsel, advanced to vice-president and general counsel.

KANSAS, OKLAHOMA & GULF—MIDLAND VALLEY—OKLAHOMA CITY-ADA-ATOKA.—J. D. Hodge appointed assistant traffic manager—sales, Muskogee, Okla.

MISSOURI PACIFIC.—A. W. Rees, assistant trainmaster, Atchison, Kan., appointed trainmaster, Nevada, Mo., succeeding **W. R. Gallagher.**

PENNSYLVANIA.—F. H. Hillgartner, district sales manager, Cincinnati, transferred to Columbus, Ohio, to replace **Orville P. Varnell,** named to a similar post at Buffalo, N.Y. **Richard H. George,** district sales manager, Zanesville, Ohio, named to succeed Mr. Hillgartner, and in turn is replaced by **Ralph W. Smith,** office manager, district freight sales office, Buffalo.

R. B. Short appointed supervisor of stations, Northwestern region, Chicago.

SOO LINE.—Ben G. Spears appointed general freight traffic manager-sales and service (system), Minneapolis; **E. N. Phelphs,** administrative assistant, Minneapolis; **A. T. Peterson,** general freight traffic manager—sales, Chicago; **W. C. Giese,** freight traffic manager—sales, Minneapolis. **C. O. Norwick, A. O. Plunkett,** and **J. S McGogy** named traffic managers—sales, Minneapolis, New York, and Chicago, respectively. The following named assistant traffic managers—sales: **G B. Shimek,** Minneapolis; **R. F. Donnett,** St. Paul; **J. T. Hartnett,** Duluth; **K. H. Peterson,** Menasha; **E. S. Rogers,** Milwaukee. **D. C. Simpson** appointed manager, Rail-Van and merchandise service, and **E. W. Ledin** named supervisor-merchandise service, both at Minneapolis. **K. J. Sherwood** appointed general freight traffic manager—rates, divisions and research; **H. J. McKenna,** freight traffic manager—rates; **B. R. Dolphin,** assistant to general freight traffic manager, all at Minneapolis. **D. M. Knox** named assistant freight traffic manager—rates, Chicago. **E. F. Glennon** and **R. F Day,** named assistant general freight agents—rates, Chicago and Minneapolis, respectively. **S. H. Longren** appointed assistant general freight agent—divisions, Minneapolis. **R. F. Berndt** named passenger traffic manager, and **P. H. Sullivan** appointed assistant passenger traffic manager, both at Minneapolis.

SOUTHERN.—Robert H. Smith, assistant treasurer, promoted to treasurer, Washington, D.C., succeeding **M. G. Chew,** retired. **Edward W. Rawlins,** assistant treasurer, succeeds to Mr. Smith's duties, with no change in title. **Herbert B. Porter,** cashier, promoted to assistant treasurer, succeeding Mr. Rawlins. **George M. Williams,** assistant to treasurer, promoted to assistant treasurer. **John E. Joy,** assistant cashier, appointed cashier. **William H. Jordan,** assistant to treasurer, succeeds Mr. Joy.

Terence O'Brien, trainmaster, Asheville, N.C., appointed superintendent, Macon, Ga., succeeding **Robert G. Claiborne,** who retired June 1.

SOUTHERN PACIFIC.—Fred Q. Tredway, assistant to vice-president, system passenger traffic—public relations, San Francisco, retires this month, after more than 37 years with the SP.

OBITUARY

George Hugh Sheridan, 52, traffic manager, express department, **Canadian National,** Montreal, died June 3.

Stewart Maxwell Smith, 52, assistant purchasing agent, **Canadian National,** Montreal, died June 3.

Albert E. Klaproth, 56, assistant general manager, **Pacific Fruit Express Company,** died June 3 at Chicago.

Supply Trade

R. W. Neill Company has been appointed exclusive agent for the sale to railroads of Audio Development Company's telephone type plugs, patch cords, panels, telephone coils and all other stock transformers and filters.

John A. McKerlie, superintendent of transportation, **Gary Steel Works** of **United States Steel Corporation,** has been appointed assistant to the general superintendent. **George Sauer,** assistant transportation superintendent, has been named to succeed Mr. McKerlie, and in turn is replaced by **Norton J. Echle,** transportation engineer, U. S. Steel central operations.

William F. Huggins has been appointed vice-president—overseas operations for the Air Brake Division of **Westinghouse Air Brake Company.** He will be in charge of all activities of the division outside the United States.

Thomas Noddings has been appointed to the transportation sales department of the **Trane Company,** LaCrosse, Wis., and will work on the sale and application of Trane equipment to the transportation industry.

OBITUARY

J. S. Acworth, assistant vice-president, **General American Transportation Corporation,** died June 3 in Illinois Masonic Hospital, Chicago.

Dividends Declared

ALABAMA GREAT SOUTHERN.—common, $4, semiannual; 5% participating preferred, semiannual, both payable June 23 to holders of record June 2.

ALLEGHENY & WESTERN.—guaranteed, $3, semiannual, payable July 1 to holders of record June 20.

ATCHISON, TOPEKA & SANTA FE.—5% preferred, 25¢, semiannual, payable August 1 to holders of record June 27.

BANGOR & AROOSTOOK.—60¢, quarterly, payable June 30 to holders of record June 16.

BEECH CREEK.—50¢, quarterly, payable July 1 to holders of record June 13.

BESSEMER & LAKE ERIE.—$1.50 preferred, 75¢, semiannual, payable June 10 to holders of record May 29; $3 preferred, $1.50, semiannual, payable June 2 to holders of record May 15.

BOSTON & ALBANY.—$2.50, payable June 30 to holders of record June 13.

CHICAGO, BURLINGTON & QUINCY.—$2, payable June 20 to holders of record June 4.

CHICAGO GREAT WESTERN.—common, 50¢, quarterly, payable July 3 to holders of record June 16; 5% preferred, 62½¢, quarterly, payable June 30 to holders of record June 16.

CHICAGO, ROCK ISLAND & PACIFIC.—40¢, quarterly, payable June 30 to holders of record June 13.

CHICAGO SOUTH SHORE & SOUTH BEND.—15¢, quarterly, payable June 16 to holders of record June 5.

DAYTON & MICHIGAN.—8% preferred, $1, quarterly, payable July 1 to holders of record June 13.

DELAWARE & BOUND BROOK.—50¢ quarterly payable May 20 to holders of record May 13.

DELAWARE & HUDSON.—50¢, quarterly, payable June 28 to holders of record June 11.

DETROIT, HILLSDALE & SOUTH WESTERN.—$2, semiannual, payable July 2 to holders of record June 18.

EAST PENNSYLVANIA.—$1.50, semiannual, payable July 15 to holders of record July 1.

ERIE & PITTSBURGH.—guaranteed, 87½¢ quarterly, payable June 10 to holders of record May 29.

FORT WAYNE & JACKSON.—preferred, $2.75, semiannual, payable September 3 to holders of record August 20.

GREAT NORTHERN.—75¢, quarterly, payable June 16 to holders of record May 21.

GULF, MOBILE & OHIO.—$5 preferred, $1.25, quarterly, payable September 8 and December 15 to holders of record August 10 and November 25.

ILLINOIS CENTRAL.—reduced, 50¢, payable July 1 to holders of record June 2.

LAKE SUPERIOR & ISHPEMING.—40¢, quarterly, payable June 16 to holders of record June 2.

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Chicago, Illinois

'Get Back to Work,' Senator Warns

(Continued from page 9)

ted "the long-outmoded picture of a grasping titan to remain unaltered."

"I spent eight years in the Senate before calling on the Surface Transportation Subcommittee to investigate the plight of the railroads," Mr. Smathers went on to say. "In those eight years I don't believe I received a half-dozen letters from railroad executives . . . which discussed the problems of the railroads." But the picture changed rapidly when the subcommittee began its hearings. Railroad witnesses were articulate and convincing. The actual situation began to be understood.

"The public was soon aware that the railroad crisis was no paper tiger," said the Senator. "The labor of years finally bore fruit. The story that fell on deaf ears for so long became a prime topic in press, on radio and television."

"But the public's memory is short and its patience thin"—and that's the reason the Senator believes the railroads had better be prepared to do all they can for themselves, on their own initiative, as soon as Congress enacts the pending legislative program.

In opening the RPRA annual meeting, President George M. Crowson (IC) revealed that the question of calling off the session had come up—for reasons of economy. However, the decision was that the expense of a national railroad public relations meeting at this time would be a prudent outlay—in view of the timely importance of effective work in this sphere.

He called for unity of purpose in the railroad industry; more on-the-job training of railroad public relations people; and for education of railroad officers and supervisors in the work of the public relations department. He also asked for a more intensive program by the RPRA.

Features of the meeting included an address by Chief Guy L. Brown of the Brotherhood of Locomotive Engineers (RA, June 9, p. 34) and a session (with W. H. Schmidt, Jr., of the B&O as moderator) at which heads of several railroad departments made known their views of public relations work. These speakers were J. Russel Coulter, president, TP&W; John E. Kusik, vice president, C&O; William H. Kendall, vice president-operation, L&N; and James R. Sullivan, vice president-personnel, M&StL.

Mr. Coulter expressed the traffic officer's point of view. "Public relations," he said, "is the one single department of the railroad which lacks definition and probably will always lack it. The role you assume depends upon your ability to sell top management on the need for good public relations, your ability to define objectives, your ability to secure the cooperation of every individual necessary to carry out a program to meet those objectives.

"Finally, it is your job to help sell your railroad to all its publics—from shippers to the general public. And in your role as salesmen, it is also your job to sell the fact that, in the event some of our difficulties are removed, there will be even greater progress in the railroad industry than has been seen in an era since the day of the driving of the golden spike."

Mr. Kendall, speaking from the standpoint of the operating department, said that on the L&N his department cooperates with the public relations department—by providing one or more public relations committees on each division of the railroad. "Operating officers on each committee share equally with the traffic and other departments the responsibility for maintaining good public relations and good community relations."

Mr. Kusik said the C&O's computer expert had given him an estimate of 40 trillion—as the number of impressions on the public, created by the C&O in the course of a year. He enumerated the nature of some of these contacts—shipments and passengers moved, news and advertising, personal calls.

To make these impressions favorable, he said, the railroads should: (1) "Seek to create an image of our railroad as a good citizen;" (2) impress the public with the "image of an efficient transportation business having a progressive attitude;" and (3) "be anxious to create an image [of itself] as an attractive outlet for investment funds."

Mr. Sullivan said that public relations people could help in "efforts to convince our co-workers on the labor side of the table that modernization and fundamental revision of their contracts is essential to restoring the railroads' competitive position. We must somehow get through to these folks that we can continue to pay high wages and employ large numbers of people only if we can increase our volume of business by greater productivity per man-hour and lower unit costs. The rewards to both labor and employers, if we can find common cause, could be tremendous." Mr. Sullivan noted with satisfaction some recent instances of "true labor statesmanship" toward this goal—notably statements by Guy L. Brown, of the Brotherhood of Locomotive Engineers.

On the subject of "Wider Horizons for Public Relations," President David E. Smucker of the DT&I said it is the public relations man's job **"to tell us how ig**norant we are without making us mad." He urged his audience to "talk to people about people"—which, he said, is more effective than "to bray about things we don't like." Other aspects of this subject were discussed by Kenneth McCalla (Texas RR Assn.); R. C. Champlin (PRR); G. J. Handgik (AT&SF); and Howard Skidmore (C&O).

The meeting was addressed, also, by Kenneth W. Haagensen, president, Public Relations Society of America; and Kenneth W. Haemer, an AT&T company specialist in "communication."

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Strong Railroads—Strong Nation!

Senator Smathers a few weeks ago drew attention to the rapid strides Russia is making in extension and improvement of its railways. He contrasted Soviet alertness with U. S. neglect of railroad health and vigor.

The Senator's warning is corroborated in detail by our own Bob Lewis, in his report on Russia's railroads in this issue.

There isn't a keener eye anywhere, to really see what's going on on a railway, than Bob Lewis'. Ever since the time, almost 30 years ago, when he regularly played hookey from high school to follow progress of the Reading's electrification, Bob has been riding railroads, working on them, and spotting everything in sight. That's what he did in Russia, where nobody stopped him from talking with Russians or from the free use of his camera.

And what he saw in his 9,000 miles of travel within the Soviet Union was a country in a boom of industrial expansion—with railroad expansion to match. Virtually without a system of highways, the Russians apparently believe that such a luxury can wait awhile. First things come first—and the first thing for transportation effectiveness on a national scale is a strong railroad system.

While Russia builds up its railroads, Uncle Sam has permitted adverse political forces to weaken this nation's mass transportation. Who is being smart—Ivan or Uncle Sam?

•

Nations do not become predominant, on the international level, merely by developing strong armies and modern weapons. Behind the military lie the farms, the mines, the factories—and the efficiency with which they are operated. Efficiency in production—and transportation—means development and selection of the best available tools.

America won its world-wide economic predominance through private enterprise—and a free market for investment funds. The free market is the most efficient system for the allocation of investment funds. Even a fanatic anti-capitalist admitted to Bob Lewis in Moscow that we were world leaders in the automotive field. But would we be if the manufacturers weren't free to price their cars for the competitive market, or if some of them were favored with federal aids and tax exemptions while others were not?

America has singled out transportation in stifling the free market for investment. Money is poured into waterways, highways, air transport facilities from the public treasury—with no way of knowing whether it is being spent wisely or wastefully. The railroads are left to find their new capital in private investment markets. But private investors are cautious and restrained, when it comes to putting their money into competition with tax-fed and tax-exempt facilities, such as highways and inland waterways.

So railroad development in the U.S. has been allowed to languish—relative to that of other forms of transportation.

•

Russia does not have a free market for capital investment—but it does have some smart men at the Kremlin who allocate investment money among the various kinds of transportation. They are not the kind of fellows who will put a billion rubles into a superhighway, if that same billion rubles will provide more transportation when invested in railroads.

Honest-to-goodness capitalism does a better job of allocating capital wisely than does honest-to-goodness socialism—but a hybrid kind of capitalism, such as we have in U.S. transportation today, is no more effective than would be a hybrid socialism.

Until U.S. railroads are again allowed to engage in intensive developmental activity, Americans have reason to be worried. The Communists don't have to out-shoot us to acquire world dominance—they merely have to out-produce us. They can do that if they are smart, while we are foolish, in the allocation of capital.

WHAT TO DO?: Enact the Smathers program **fast.** Follow through with all further measures necessary to make the inflow of capital as easy for the railroads as for other kinds of transportation.

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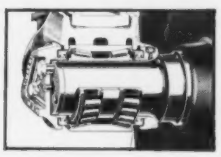

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